

ENGINEERS NEWS

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OPERATING ENGINEERS LOCAL UNION NO. 3

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- Peninsula Crane & Rigging
- Minimum wage update
- Lodi prevailing wage victory
- Retiree picnic

Steady Lift

***SFO airport expansion hits
cruising speed with signing
of project agreement***

Photo by Steve Moler



FOR THE Good & Welfare

By Tom Stapleton
Business Manager

An investigative report this month by the *Los Angeles Times* reveals the Assembly GOP caucus members for what they really are – disgusting, hypocritical sleazeballs.

According to the *LA Times*, the new Republican leaders of the Assembly, after promising to slash costs, “have showered millions of dollars in pay increases on hundreds of staff members during the past 1 1/2 years.

“In control of the Assembly for the first time in a quarter of a century, the Republicans used their power over the purse strings to bestow raises averaging in excess of 30% on more than 300 staffers, according to a *Times* analysis of payroll data.”

For example, Insurance Committee Chairman David Knowles (R-Placerville) gave 11 members of his personal and committee staff pay increases averaging 40%. Many increases were retroactive, including one to a committee consultant who received 10 months of back pay.

Transportation Committee Chairman Larry Bowler (R-Elk Grove) rewarded six staffers with two back-to-back pay hikes this year. One committee aide got raises of 12% and 32% in a two-month span.

After assuming the speakership in January, Assemblyman Curt Pringle of Garden Grove handed out pay increases ranging from 10% to 47% to eight of his personal staff—five without any change in job title.

Assemblyman Bill Hoge (R-Pasadena) boosted the gross pay of six aides by an average of more than 50%. In March, his district director received his third raise since 1994—a 50% increase, bringing his salary to \$72,000 a year, and the increase was made retroactive 3 1/2 months, providing another \$7,000.

This is the same guy who in December 1994 said he was “outraged,” when Democratic leaders gave raises of 5% to 10% to 41 staffers.

These, mind you, are the same folks who sneer at the so-called “excessive” wage rates of union construction workers – and vow to solve the problem by slashing the state’s prevailing wage rate.

These are the same upstanding citizens who support Governor Wilson’s continued failure to bargain with our Unit 12 employees and thousands of other state employees – all of whom are working with no pay increase in sight.

These are the same good Samaritans who want to contract out every public service the state is supposed to do to low-paid, non-union workers who have no hope of ever getting a decent salary or basic medical benefits to cover their families.

Don’t you think it’s high time we run these carpetbaggers out of town?

**“Disgusting,
hypocritical
sleazeballs”**

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On the cover:

With her Cat 988 loader equipped with a spreader beam, Local 3 member and Oakland District Grievance Committee member Terry Sandoval moves piles at SFO expansion project.

Notice from the S.E.L.E.C. Dept.

Black “Dog-Eat-Dog” T-shirts have been sold out.

There are only a limited number of tan “Dog-Eat-Dog” shirts available, in sizes XL and XXL only.

Use the form from last month’s issue to order your shirts.

But hurry! Supply is running out!

ENGINEERS NEWS



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• Engineers News Staff •

Managing Editor	James Earp
Assistant Editor	Steve Moler
Graphic Artist	Ed Canalin

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A successful 1996 LLB Golf Tournament

Tracy Latino of the Leukemia Society of America and Assemblyman Joe Baca (D-San Bernardino) hold a check for \$10,000, the initial donation from the May 23 Legislative, Labor and Business Golf Tournament fundraiser at the Rancho Murieta Country Club. Accompanying Latino and Baca are from left: Local 3 Director of Public Relations & Political Action Jim Earp, LLB Honoree Dave McCosker of Independent Construction Co., Business Manager Tom Stapleton and Tim Cremins, research and education director for the California-Nevada Conference. The event raised a total of about \$25,000.

UNION NEWS

New life for Santa Clara County's 1/2-cent transit sales tax measure

Santa Clara County's half-cent transportation sales tax that was struck down last September by the California Supreme Court may get a new life if a coalition of county business leaders succeeds at getting the measure put on the November ballot.

The state's high court invalidated Measure A, approved by voters in November 1992, because it didn't win by the required two-thirds vote. The decision indefinitely delayed millions of dollars in local highway and mass transit projects.

But under the latest plan, sponsored by the Santa Clara Valley Manufacturing Group, the county may be able to circumvent the ruling by having the county supervisors place two measures on the ballot, one that would ask voters to approve the half-cent sales tax and a second advisory measure that would specify which projects would receive the revenue.

By doing it this way, the tax would be considered a "general tax," which requires only a simple majority vote for approval, as opposed to a "special tax," which requires a two-thirds majority approval. The advisory measure would then compel — though not require — the supervisors to spend the \$115 million in expected new annual sales tax revenue on specific highway and mass transit projects. The supervisors would most likely issue some type of municipal bonds to raise funds for the transportation projects, then use the sales tax revenue to pay off the bond debt.

The legality of such a strategy is uncertain. Is a general tax accompanied by a promise to spend tax proceeds in a specific way tantamount to a special tax? The good news is that the coalition is working closely with the Howard Jarvis Taxpayers' Association, the group that persuaded the state Supreme Court to overturn Measure A.

Voters given 'tunnel or nothing' solution for Devils Slide

San Mateo County voters will decide on a "tunnel or nothing" solution for Devils Slide come election day. Two citizens groups — the Citizens Alliance for the Tunnel Solution and Save Our Coast — have gathered more than enough signatures to place the issue on the county's November 5 general election ballot.

Measure T, if passed by more than 50 percent of voters, would amend the county coastal plan to mandate a tunnel as the only possible replacement for Devil's Slide, a geologically unstable cliff section of Hwy. 1 between Pacifica and Half Moon Bay that's had to be closed numerous times over the past several years because of rock slides.

For more than three decades, Caltrans, with support from the San Mateo County Building Trades, has wanted to build an \$84 million 4.2-mile two-lane inland bypass that would cut through McNee Ranch State Park. But local environmentalists have blocked the bypass project through an endless series of lawsuits. Once the final lawsuit was settled in favor of the bypass, tunnel supporters took the issue to the public.

Even if voters approve Measure T there's no guarantee funding would be available for the project. The tunnel would cost an estimated \$120 million and cost an additional \$600,000 a year to ventilate and keep clear of stalls and accidents. The bypass, meanwhile, has received all approvals and is fully funded. A \$2.6 million tunnel feasibility study, which will provide more details about the tunnel's cost and construction, is expected to be completed in October.

Taking it to the streets

By James Earp
Director of Public Relations
and Political Action

Grassroots involvement key to winning back control of the Legislature

When 15,000 construction union workers converged on Sacramento on Valentine's Day to vent their frustration at politicians trying to slash their wages, it was a wake-up call for Assembly Republicans peeking out their office windows at the mass rally.

These politicians, still arrogant in the wake of their 1994 election victories, are beginning to realize that all their legislative attempts to kill off labor unions are actually doing just the opposite.

They have awakened a dragon that has been sleeping far too long.

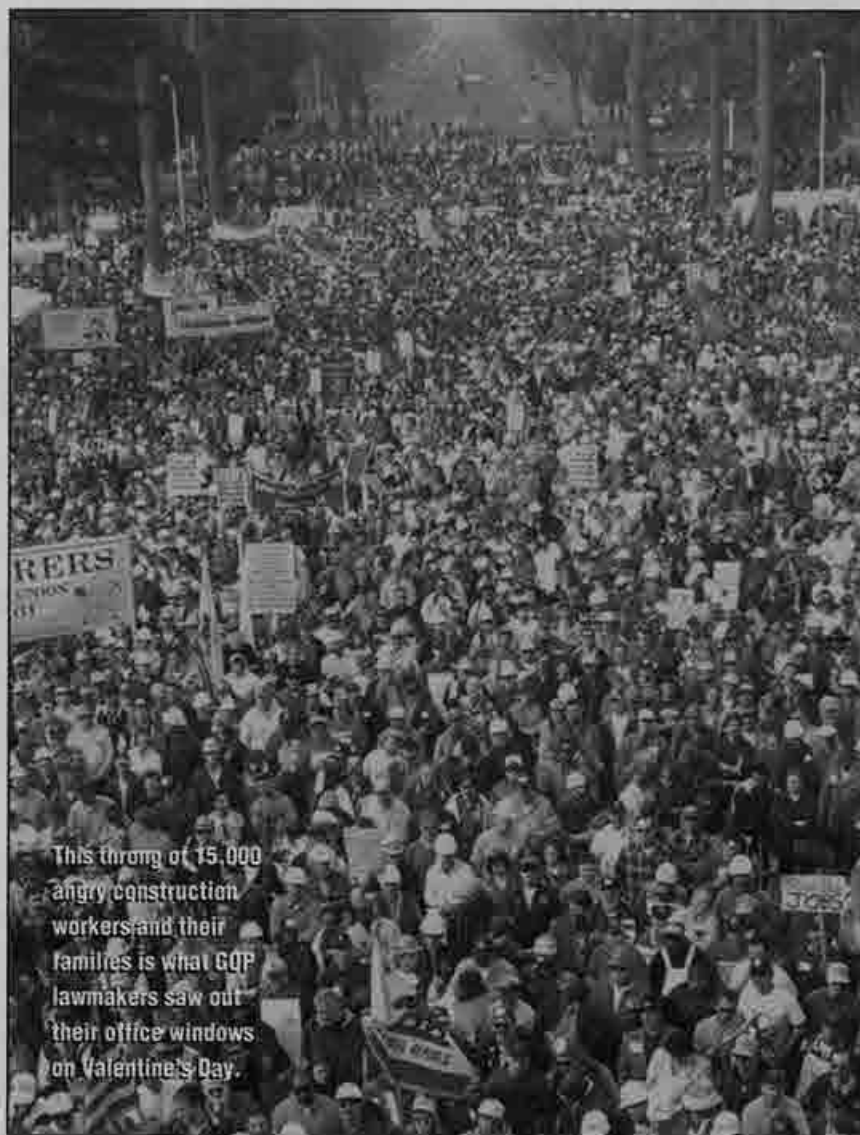
"The 1994 election put working people against the ropes," Local 3 Business Manager Tom Stapleton said. "Our choice was to either stand there and get knocked out or fight back. We've decided to fight back."

There is good reason for an all-out street fight. In the past year, Assembly Republicans, with their hair-splitting 41-39 majority, have dealt a series of body blows against working men and women that would have given them the victory bell if there had not been a Democratic majority in the Senate to keep their bills from reaching Governor Wilson's desk. Here is a small sample of what Assembly Republicans have dished out:

- **Prevailing Wage** – an armful of bills that would slash prevailing wage rates on publicly funded construction projects. If passed, these bills would put many union contractors out of business and force building trades unions to accept collective bargaining agreements with major wage and benefit cuts.

- **Corporate Welfare** – A dozen bills that would dole out over \$3 billion in tax breaks for big business and the wealthy were passed out of the Assembly after all 41 Republicans voted for them.

- **Eight-hour Day** – AB 398 would allow employers to force employees to work over eight hours a day without receiving overtime pay. This bill was passed out of the Assembly with support from 40 Republican Assembly members.



This throng of 15,000 angry construction workers and their families is what GOP lawmakers saw out their office windows on Valentine's Day.

"Our choice was to either stand there and get knocked out or fight back. We've decided to fight back."

- **Corporate Liability** – AB 675 makes it virtually impossible for the courts to hold a corporation or manager criminally liable when they are responsible for the death or injury of an employee. All 41 Republicans voted YES on this bill.

- **Worker Safety** – Seven different bills would make it harder for workers to receive worker's compensation or limit the amount of coverage available to those injured on the job. All of these bills were passed out of the Assembly with unanimous support from the Republican caucus.

These bills are just a taste of what has become a weekly overdose of bad legislation generated by an Assembly infected with "mean-spirit" disease.

Democrats in both houses are working overtime to spot these bills and head them off at the pass before they reach a governor anxious to sign them into law.

For lack of 10,000 votes

What really makes you cringe is the realization that all this heartburn could have been avoided if a mere 10,000 more Democrats would have voted in 1994.

Yes, it's a sad fact. The difference between the 39 Democratic seats we have now in the Assembly and the 44 seats we had prior to November 1994 was decided by fewer than 10,000 votes spread over five key districts.

It doesn't take a rocket scientist to figure out what labor's job is in 1996. We need to come up with those 10,000 extra votes plus some for good measure.

"I think our members are finally beginning to understand that it really does matter whose running things in Congress and in our state Legislature," Stapleton said. "For years we warned our members that if our political foes ever took control, it would impact their jobs, but it's hard to believe it when you haven't personally experienced it. Now our people are beginning to see what happens when they let their pocket book take a back seat to issues like gun control and crime, which our adversaries have used to drive a wedge between unions and their members."

Labor's goal in 1996

The number one goal for organized labor in California this year is very clear: Protect the Democratic lead in the state Senate and win back our majority in the Assembly. This will require a different game plan than what labor has used in the past.

After 20 years of Democratic rule in California's Legislature, labor unions were like athletes who had forgotten how to stay in shape. We were unfit for battle. We were used to going to the Speaker of the Assembly or the Senate Pro Temp and solving our problems in a closed door meeting.

Those days are gone. Ironically, the beating we have taken from our political foes this past two years has done us a favor. It is forcing us to go back to what made organized labor strong from the beginning – grassroots involvement of our members.

Ours is only one of a number of unions in California that is completely revamping its political program.

Local 3 has traditionally used its printing operation to provide campaign materials for candidates of our choice. It has been and will continue to be an effective tool for helping our friends and defeating our enemies. But it will no longer be our only tool.

Mobilizing the rank and file

If Local 3 is to continue to fight effectively for its members in the political arena, it is critical that our members become more educated and more involved in the political process.

"Our vision of the future is an army of Local 3 members and their families who are willing, able and trained to do the basic volunteer work that ultimately decides elections," Stapleton explained.

Too many of our members don't understand the basic truth that every construction job is made possible through politics. There isn't a home, road, sewer line or office building being built today that hasn't gone through a long and involved approval process.

The wages our members earn are impacted heavily by wage and hour laws. Occupational safety regulations protect our employees from unsafe work. Workers compensation legislation ensures they receive fair compensation when they are injured on the job.

All these laws are under attack. They will continue to exist only to the degree unions increase their political strength by mobilizing their members to join in the fight.

Local 3's action plan

As the prevailing wage battle heated up last year, it was clear that Local 3 had to step up the fight.

In December, specially called meetings were held in most of Local 3's districts to

bring the membership up to date on who was trying to cut their wages.

A Prevailing Wage Task Force card was circulated and members had the opportunity to fill out one of these cards, indicating their willingness to be a volunteer to help

protect the prevailing wage. At the same time, COMET organizing classes began to be taught in all the districts.

These efforts are identifying a core of Local 3 members who indicate a desire to become more involved in their

union and in the political process. It is a group that is growing every day and is open to anyone who wants to join (see clip-out coupon below).

A window of opportunity

There is an excitement in the air as battle lines are drawn for the November election. Union leaders are meeting as never before to discuss how we can all work more closely together to win.

There will be a great deal of energy spent in building a coordinated operation where all politically active unions throughout the state can pool their resources so that we don't have a repeat of what happened in 1994.

The questions we all must ask ourselves is: "Will I be part of the solution or part of the problem? Am I willing to work for my own benefit and the benefit of my fellow union members by getting politically involved?"

*Be part of the solution.
Get involved now!*

*Fill out the card below and send to:
Operating Engineers Local 3
1620 S. Loop Rd.
Alameda, CA 94502-7090
Attn: PAC Program*

"Too many of our members don't understand the basic truth that every construction job is made possible through politics."

Now is the time to translate desire into action. In March, a basic political action plan was presented to the Executive Board. That program is now underway and involves the following:

THE PAC PROGRAM

#1 Identify key legislative districts for grass-roots organizing.

There are a number of key races throughout Northern California that, if won, will tip the tide in our favor after the November election. Some of these races overlap one another. For example, in the Santa Cruz-Monterey area, Congressman Sam Farr is seeking reelection from the same voters who will also decide who wins the 15th Senate District and the 27th and 28th Assembly Districts. Obviously, grassroots organizing in this area will yield a very high return, since we can generate support for four key races with one organizing effort.

#2 Conduct PAC training seminars

Every year Local 3 holds Grievance Committee elections in each district. These rank-and-file members also serve on their local District PAC. Involvement of the PAC members is critical to the success of Local 3's political action program. The union's political action plan for 1996 calls for a series of training seminars to educate PAC members on their responsibilities and their role in the union's political action plan for 1996.

#3 Map out "precinct captain" program in targeted legislative districts.

The key to Local 3's grassroots program will be to recruit rank-and-file members to serve as "precinct captains" in their home neighborhoods. Precinct captains will help residents in their neighborhood to register to vote. They will have the opportunity to work on phone banks, deliver campaign materials, assist in absentee ballot application drives and a get-out-the-vote drive on election day. Each District PAC has been provided information to help them recruit members to be volunteer precinct captains.

#4 Political grass-roots training for rank-and-file precinct captains.

Members who volunteer as precinct captains will not be left on their own. During the summer months, a series of training sessions will be held throughout Northern California to provide precinct captains with all the information they need to know on how to do their jobs.

#5 Voter registration drive

A significant percentage of Local 3 members are not currently registered to vote. One of the primary functions of Local 3's precinct captains will be to help get these members and their families to register to vote. Precinct captains will also have the opportunity to assist in other voter registration drives conducted by the Democratic Party.

#7 Absentee ballot drive

The demands of working in the construction industry frequently make it very difficult for Local 3 members to get to the polls on election day. Many members are discovering the advantage of using absentee ballots, which allow them to vote in the comfort of their own homes at a time that is convenient for them.

#8 Campaign support

As the election season heats up after Labor Day, Local 3 will be working closely with many of the key campaigns and encouraging rank-and-file members to use their precinct skills to assist these campaigns.

#9 Get out the vote

It all comes together on election day. Everything we've done up to this point will be of little value if we don't make a difference in getting sympathetic voters to the polls.

JOIN LOCAL 3'S TASK FORCE

YES, I want to do my part to help Local 3 protect my wages and benefits. By filling out this card, I agree to be a volunteer member of Local 3's Political Action Program.

Name _____

Soc. Sec. No. _____

Address _____

City, State, Zip _____

Phone Number _____

Status: ☐ Retired ☐ Construction ☐ Other _____

Signature _____



Local 3 members Jane Lea, left, retiree Tony Cardoza, middle, and apprentice Mike Halloran spoke at the March 6 city council meeting.

COMET program glows during Lodi anti-prevailing wage campaign

Local 3's Construction Organizing Membership Education and Training (COMET) program moved from the classroom to grass-roots action in early March when about 150 local trade unionists, including close to 90 from Local 3, crushed a campaign in Lodi, Calif., to repeal prevailing wages.

They jammed the Lodi City Council chambers March 6 to protest a proposal to turn the Central Valley community of about 53,000 into a charter city for the sole purpose of repealing prevailing wages on city-financed public works projects.

Lodi is currently a general-law city, meaning its legal authority comes from the state constitution. By becoming a charter city, which requires city council and voter approval, Lodi could establish its own laws in areas not superseded by state authority, including repealing local prevailing wages. With upwards of \$20 million in public works projects planned for the next five years, charter city proponents, like councilman Jack Sieglock, saw repealing prevailing wages as a way to save the city a few easy bucks.

But in politics timing is everything, and in the Lodi case Local 3 had an advantage. Just a week before, on February 27 and 28, 30 Local 3 members who attended the city council meeting had completed a COMET I course in which they received training on the importance of supporting the union's organizing and political action programs.

Since launching the COMET program last fall, the union has trained over 500 Local 3 members in a series of easy-to-follow six-hour seminars that focus on how the construction trades can take con-

trol of their own destiny through intense grass-roots organizing and strong political action.

After each seminar, the district representative gives a short presentation on how COMET graduates can get directly involved in local projects that will help keep their union strong. In Stockton, stopping the Lodi charter city campaign became a top priority.

The COMET graduates called other Local 3 members in the Lodi area to educate them about the prevailing wage issue and encouraged them to attend the March 6 meeting. COMET members also urged local union employers to write opposition letters to the city council. The union followed up by sending a one page letter to Lodi members from Business Manager Tom Stapleton emphasizing the need to attend the meeting. Of the 120 Local 3 members living in Lodi, an impressive 87 attended the meeting.

Local 3 member Jane Lea, told the city council that prevailing wages are her livelihood. "The prevailing rate allows me to pay child care costs for my two children while I'm working," she said. "It also allowed me to buy a home."

Local 3 retiree Tony Cardoza told the council he's been able to enjoy a good retirement because of prevailing wages. "It used to be a working guy would retire broke at age 70. His family would have to take care of him. Do you want to turn back the clock?" he asked.

The city council was so overwhelmed by labor's vehement opposition to the proposal it voted unanimously that evening to shelve the idea. Even Sieglock threw up his hands in defeat at the conclu-

sion of the 1½-hour-long public hearing and made a motion to drop the issue, admitting that there wasn't a single person in the audience in favor of the proposal.

In the days following the victory, Local 3 members concluded that COMET indeed made the difference. "With COMET we were able to organize and network," Lea told *Engineers News*. "The class generated enthusiasm; it gave me a whole new perspective on what Local 3's organizing and political action program is all about. I think if we had not shown up in force at the meeting, the proposal would have passed."

Mike Halloran, a third-step apprentice and COMET graduate, also spoke at the council meeting. Halloran convinced 15 other Local 3 members to attend the meeting.

"The COMET class helped me understand why we need to keep our wages and maintain our high productivity. I can now see how fragile our system is and how we have to protect it. I learned that just going to union meetings isn't enough. COMET made me realize how close to the edge we really are, how much of a threat really exists out there."

If you want to take an active role in improving your union's strength, contact your district office and ask about COMET. The seminars are available to members as needed and at just about any time, including weekends or evenings. At least 15 participants are required. Short introductory COMET seminars, to be given at lunchtime at the jobsite, are also available. COMET II, training our members to be organizers, is also available for COMET I graduates.

House gives millions of American families a pay raise

By a 281-144 vote, House approves raising federal minimum wage 90 cents by July 1997

After years of stagnant and falling wages, some 3.7 million Americans who work for minimum wage came a step closer to finally getting a pay raise.

On May 23, the House of Representatives approved HR 1227, a bill that raises the federal minimum wage from \$4.25 to \$5.15 per hour by July 1997. The bill, which passed 281-144, is now moving through the Senate.

Conservative Republicans tried -- but failed -- to include in HR 1227 an amendment, sponsored by William F. Goodling (R-Pa.), that would have excluded businesses with \$500,000 or less in gross annual sales from the federal minimum wage and overtime provisions of federal labor law. The House rejected this version 196-229.

The House, unfortunately, did agree to another Goodling amendment that takes the entire cost of the wage increase from employees' tips. The amendment also provides an overtime exception for above-the-minimum-wage computer workers and a 90-day subminimum wage for workers 20 years old and younger. The AFL-CIO will lobby hard to remove those provisions from the Senate version.

Former Senate Majority Leader Bob Dole, who had attempted to block the bill in May, predicted the Senate would approve the minimum wage increase, but with strings attached. The Senate version, which could come up for a floor vote as early as mid-June, may include amendments that would weaken current federal labor law, such as a provision to repeal President Clinton's ban on permanent striker replacement by federal contractors.

The wage issue has become one of labor's top legislative priorities because the federal minimum wage has remained at \$4.25 per hour since April 1991. Since then, inflation has eaten away the wage's purchasing power by 50 cents per hour, thus putting the wage's purchasing power at a 40-year low.

A full-time worker at the minimum wage earns \$8,840 a year. According to the U.S. Department of Health and Human Services, survival at poverty level today requires an income of \$12,590 for a family of three. A full-time worker would need an hourly wage of \$6.05 to support a family of three above the poverty line. The minimum wage is now so low that many workers qualify for food stamps and welfare to supplement their pay.

The minimum wage debate is also a serious women's issue. Nearly two-thirds of those earning the minimum wage are women. Almost 1.8 million single or divorced women subsist on \$4.25 an hour or less. All told, one in 13 women work for rock-bottom wages compared to one in 21 men.

On the state level, the Living Wage Act, which would raise California's minimum wage to \$5.75 by March 1, 1998, has qualified for the November ballot. The California wage increase, if approved, would go into effect regardless of whether the federal minimum wage is increased.



Candidates Watch

How your representative voted on minimum wage

Below is a list of how your representative in the U.S. House voted on HR 1227, the bill that raises the federal minimum wage to \$4.75 by July 1, 1996 and \$5.15 by July 1, 1997. The bill is now pending in the Senate.

Key

R - Voted Right

W - Voted Wrong

California

Dist. 1 - Riggs (R) Voted **Right**
 Dist. 2 - Herger (R) Voted **Wrong**
 Dist. 3 - Fazio (D) **R**
 Dist. 4 - Doolittle (R) **W**
 Dist. 5 - Matsui (D) **R**
 Dist. 6 - Woolsey (D) **R**
 Dist. 7 - Miller (D) **R**
 Dist. 8 - Pelosi (D) **R**
 Dist. 9 - Dellums (D) **R**
 Dist. 10 - Baker (R) **W**
 Dist. 11 - Pombo (R) **W**
 Dist. 12 - Lantos (D) **R**
 Dist. 13 - Stark (D) **R**
 Dist. 14 - Eshoo (D) **R**
 Dist. 15 - Campbell (R) **W**
 Dist. 16 - Lofgren (D) **R**
 Dist. 17 - Farr (D) **R**

Dist. 18 - Condit (D) **R**
 Dist. 19 - Radanovich (R) **W**
 Dist. 20 - Dooley (D) **R**

Hawaii

Dist. 1 - Abercrombie (D) **R**
 Dist. 2 - Mink (D) **R**

Nevada

Dist. 1 - Ensign (R) **R**
 Dist. 2 - Vucanovich (R) **W**

Utah

Dist. 1 - Hansen (R) **W**
 Dist. 2 - Waldholtz (R) **W**
 Dist. 3 - Orton (D) **R**

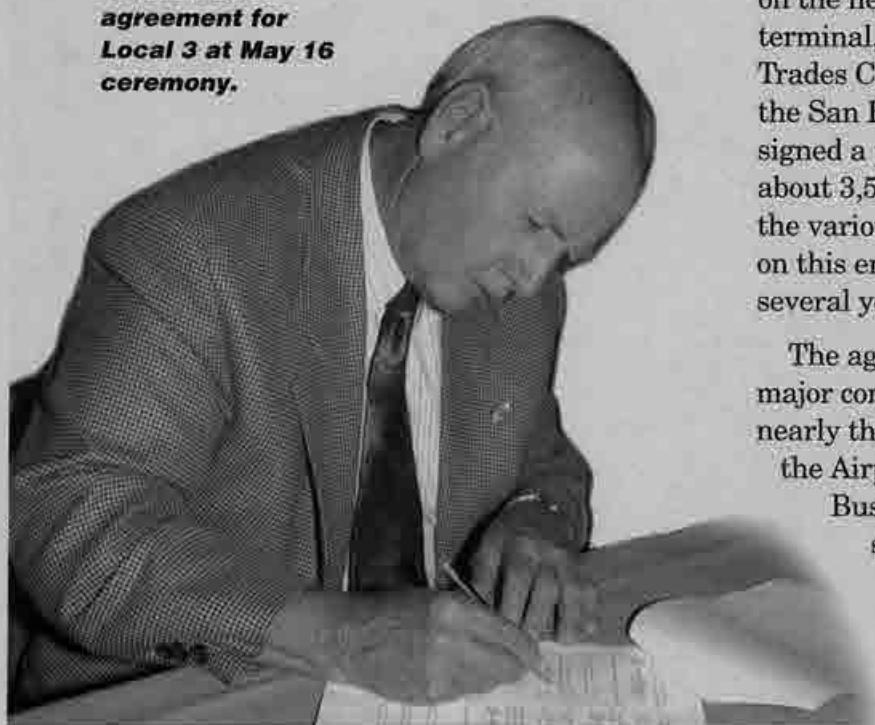
SFO expansion hits cruising speed



▲ Artist's rendition of new S.F. International Airport terminal.

As Dillingham begins construction on \$600 million international terminal, building trades and airport sign project agreement

▼ **Business Manager Tom Stapleton signs project agreement for Local 3 at May 16 ceremony.**



The largest public works project in recent Northern California history -- the \$2.5 billion San Francisco International Airport expansion -- reached another milestone last month.

As construction moved into high gear on the new \$600 million international terminal, the Building and Construction Trades Council of San Mateo County and the San Francisco Airports Commission signed a project agreement covering about 3,500 construction workers from the various crafts who are or will work on this enormous project over the next several years.

The agreement, which includes all the major construction crafts, culminated nearly three years of negotiations with the Airports Commission. Local 3 Business Manager Tom Stapleton signed the agreement on behalf of the Operating Engineers at a May 16 ceremony at the United Association of

Plumbers and Steamfitters Local 467 hall in Burlingame.

The signing of the agreement took place almost within earshot of where construction on the airport expansion is humming along nicely. When *Engineers News* last featured the expansion project in September 1995, Pavex Construction was working on concrete aircraft aprons and Tutor-Saliba Corp. was building a \$40 million parking garage across from the United Airlines Maintenance Operations Center.

While those projects wind down, Dillingham Construction is in full swing on sitework and pile driving for the international terminal, which will be located in what is now the approach to the terminal's parking structure. The \$21 million pile-driving contract, which will be completed later this summer, involves driving 5,200 piles.

Contracts on the terminal's pile caps and foundation, structural steel and general construction have either been adver-



◀ **Excavator operator Patrick Murphy of Ranger Pipeline, which is doing utility relocation work.**



◀ **Loader operator Terry Sandoval.**

tised or gone to bid, with construction on the terminal scheduled for completion in early 1999. Bids on contracts on Boarding Area A and G, each providing 12 gates for Boeing 747-400-class aircraft, are also pending and may be awarded soon after *Engineers News* goes to press. There are also three utility relocation contracts underway, with a fourth out to bid and two more in the design phase.

Still to come are major contracts on the \$300 million light-rail shuttle system, \$200 million ground transportation center, \$40 million multi-story parking garage at the airport entrance, \$177 million three-level elevated loop road and upgraded U.S. 101 interchange.

When the new BART extension to SFO is thrown into the construction equation (see update at right), there's going to be plenty of work for a lot of Operating Engineers and other crafts all the way into late 2000, when the entire expansion project is scheduled to be finished.



▲ **At the May 16 signing of the SFO project agreement are from left: Local 3 Business Manager Tom Stapleton, Director of Airports John Martin, San Mateo Co. Building Trades Business Manager Marcy Schultz, District Rep. Don Jones and Business Rep. Pete Fogarty.**



▲ **Leroy Dick on a Manitowoc 4000**



▼ **Operator and Oakland Grievance Committee member Terry Sandoval moves a pile into position.**

▲ **With Business Rep. Pete Fogarty, right, are three Dillingham operators (from l-r): Crane Operator Boyd McBride, Master Mechanic Ray Ducett and Lube Engineer Freddy Myrick.**



Aerial route now planned for SF BART station

It appears, at least at the moment, that BART will be extended into the San Francisco International Airport after all.

The San Francisco Airports Commission approved last fall a plan to build a BART station at the edge of the new international terminal instead of going underground directly into the terminal. The station will be connected to the terminal through a network of elevators, escalators and moving side-walks.

BART announced last month that the 7.5-mile link to the airport is now on a fast track to final approval, with a final environmental impact report to be presented to both BART and airport boards June 7.

The latest alignment consists of mostly subway and retained cut from the recently completed Colma Station through South San Francisco to the Tanforan Shopping Center. Shortly after Tanforan the route becomes an aerial trackway over U.S. 101 and into the international terminal. A spur will extend BART from the airport south to Millbrae.

The public will have 10 days to comment on the new EIR before the BART board votes on the plan June 18 and the SamTrans board considers it the following day. The public will have one month starting June 14 to comment on the report to the Federal Transportation Administration, which will make its final decision on the project in August.

Crown jewel

Peninsula Crane & Rigging adds 300-ton Demag all-terrain crane to its already impressive fleet

You could see the boom towering above the rooftops from almost a mile away as we approached the headquarters of Peninsula Crane & Rigging in San Jose. Assistant District Rep. Don Incardona and Business Rep. Gilbert Ruiz were taking *Engineers News* to see the largest telescoping crane in California -- the German-made Demag AC665 300-ton all-terrain crane.

Demag had just delivered the new crane to PCR in early April after the rig was displayed at the March CONEXPO-CON/AGG 96 equipment exhibition in Las Vegas. Demag technicians were at PCR making the final tests and adjustment before the crane was dispatched into the field for the first time, to National Semiconductor in Sunnyvale on May 17.

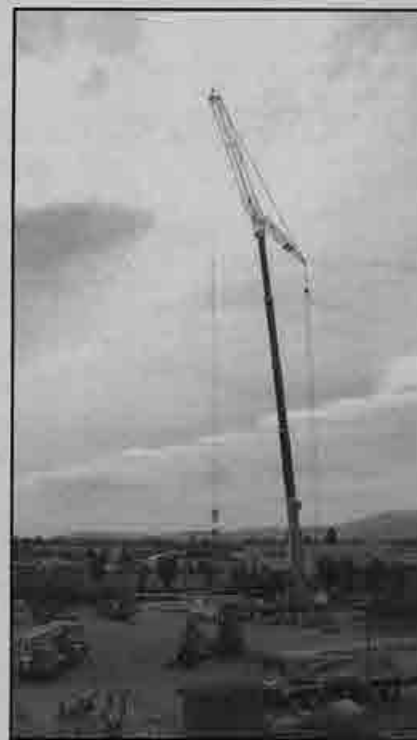
What's really impressive about this crane is the 190-foot five section, full-powered main boom and self-erecting 213-foot luffing jib boom, which uses pendant bars instead of ropes. The crane has the ability to operate with 367 feet of combined main and luffing jib booms at a 60-degree main boom angle and up to a 282-foot radius.

The AC665 is also unique in that it is Demag's first AC-series crane to be powered by U.S.-manufactured Cummins engines -- a 500 hp N14, six-cylinder diesel and a 200 hp 6BTA, six-cylinder diesel for the superstructure. The Cummins engines -- as opposed to the usual Mercedes Benz engines -- provides several advantages: parts and after-sale service are more convenient and efficient and the engines can meet California's strict pollution control requirements.

The AC665 has a relatively low transport weight, and its self-contained mobility allows the crane to be easily moved from job to job without much disassembly, except counterweight removal, which doesn't require an assist crane.

The crane is also equipped with quick-disconnect systems for the main boom and outriggers that enable the rig to adapt to varying state road regulations and facilitate jobsite setup. The disconnect system allows the boom's removal or reassembly within 30 minutes.

PCR's Vice President and Operations Manager Stan Alger, whose also a 12-year Local 3 member, says the AC665 will fulfill the company's need for a higher-capacity crane that can operate close to building and in tight work spaces like the refineries.

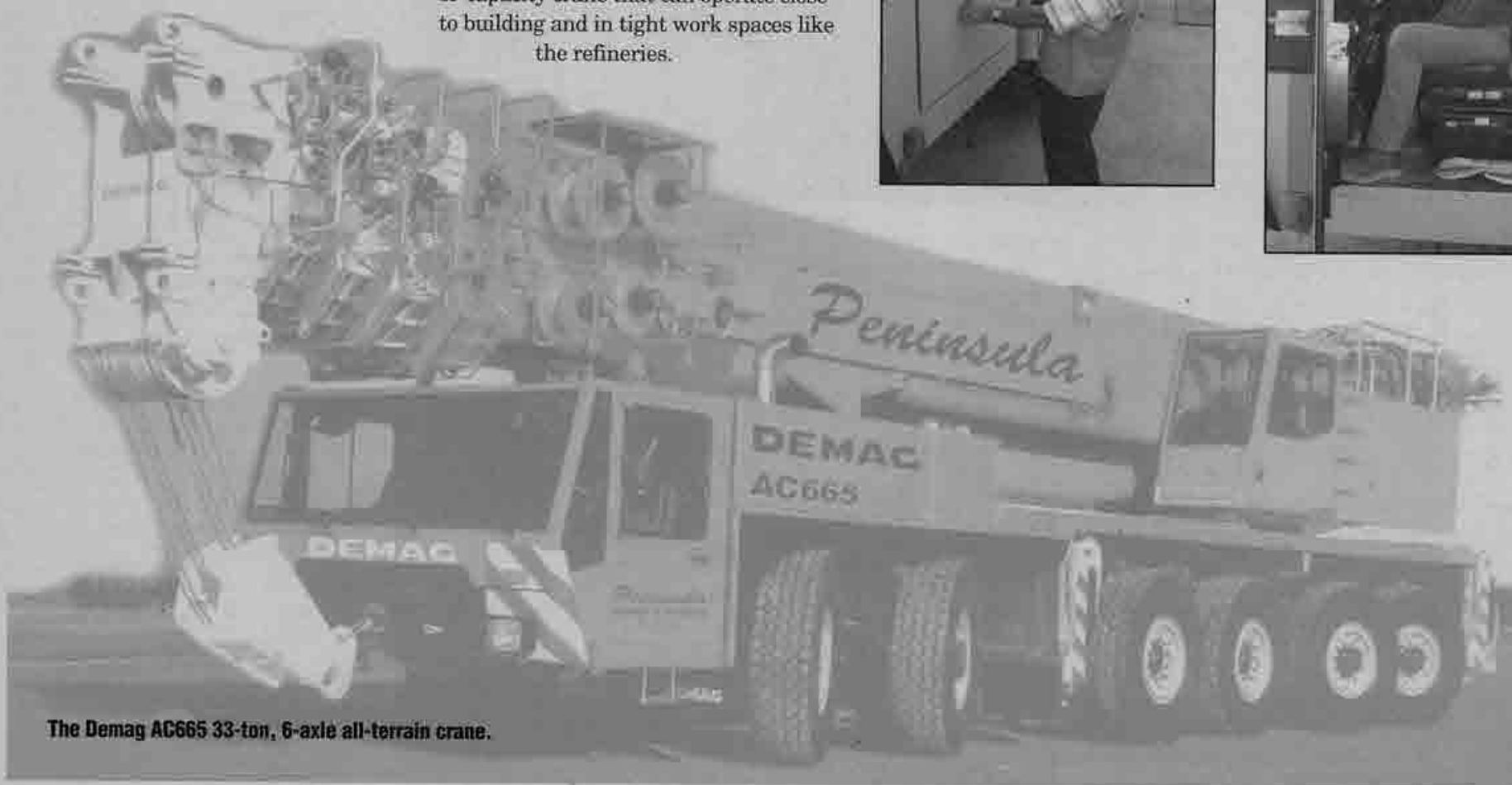


Above: The Demag AC665's boom towers over PCR's yard in San Jose.

Left: In the seat of the Demag AC665 is 16-year Local 3 member Jay Harner, with Business Rep. Gilbert Ruiz, PCR's VP Stan Alger and his father, PCR owner and president Art Alger.

Bottom left: Business Rep. Gilbert Ruiz christens the new Demag AC665 with a Local 3 sticker.

Bottom right: In the cab of the Demag 665 is Stan Alger, PCR's VP and Operations Manager and 12-year Local 3 member.



The Demag AC665 33-ton, 6-axle all-terrain crane.

Being a member, rather than just a customer, is what puts the credit union above banks and S&Ls

One of the biggest advantages of belonging to the credit union, one that underlies all of the rest, is membership itself. When you belong to the credit union, you are not just a customer, you are a member, and that makes a big difference.

Banks operate to maximize the profits of their stockholders and are obliged to do so even when it works to their customers' disadvantage. The credit union, in contrast, is a non-profit financial cooperative where members pool their resources for their mutual advantage.

Since the credit union has no stockholders, it operates solely to benefit its membership. For this reason, our management has a very different attitude towards our members than banks have towards their customers. Bank customers are merely a means to an end -- the end being earning money for stockholders. At the credit union, members are ends in themselves -- the final and basic reason why we exist.

This difference is reflected in virtually every product and service we offer. The credit union provides all of the financial services you will find at commercial institutions. Our members can expect to receive the best possible deal on these services, consistently better than what is available at banks. The credit union offers:

- Convenient checking and savings
- Certificates of deposit
- Money market accounts
- Consumer loans
- VISA credit cards
- ATM cards
- Banking by phone

Banks are great at self-promotion. They do their best to look competitive while hiding charges anywhere they can. They might advertise a low, short-term teaser rate on a home loan or a credit card, free checking with a minimum balance of \$5,000. Yet over the long haul banks always charge as much as the market will bear -- that's their obligation to the stockholders.

Our obligation is to our members. We offer the highest

returns and the lowest rates possible, constrained only by our need to protect the security of our institution and to enhance its financial structure.

Also, we rarely charge our members fees. When we do, it's only when it is necessary to distribute expenses equitably, so that some members don't pay for services they never use. When we charge fees, we list them up-front so our members are never surprised.

Not only does the credit union offer the best deals on a large

variety of financial products, we adjust our services to meet the special needs of Local 3 mem-

bers and their families. Our loan programs, for example, offer low interest loans for virtually any purpose -- real estate, remodeling, automobiles, recreational vehicles, special holiday needs, computers -- usually without points, origination charges, or annual fees.

The new branch in Santa Clara, Calif. is open for business.



When our members apply for loans, we recognize that they may have unique financial circumstances. We understand, for instance, that union construction work is sometimes seasonal or that our members often work for more than one employer in a single year. These are the facts of union life, and we adapt our loan requirements to accommodate them. We try to be just as helpful and flexible with all our products and services.

To give you an idea of our success, the credit union has opened several branches over the past few years, at a time when many banks are closing offices and cutting services. Unlike banks, which can recruit their customers from the public at large, our pool of potential members is limited. The fact that we have now expanded to 18 branches indicates how valuable credit union membership is to so many Local 3 members.

If you are not already a member, consider making the switch. All it takes is a deposit of \$5 or more into a regular savings account and you'll have immediate access to all the credit union's valuable products and services.



by Rob Wise

Credit Union

Treasurer



USA TODAY is BAD NEWS!

Media pirate Gannett is trying to sink striking workers at the *Detroit News* while sailing its flagship paper, *USA Today*, into union homes.

Don't let union busters get away with it.

Don't buy USA TODAY!

1996 Retiree R

Record number of pensioners receive 50-year gold wa

The largest group of retirees in Local 3 history received their 50-year gold watches at the June 1 retiree picnic at Rancho Murieta. Of the 174 50-year members this year, 45 proudly picked up their watches during a brief ceremony at the picnic, including Business Manager Tom Stapleton. The remaining 125 retirees will receive their watches at the July 13 semi-annual meeting in San Francisco, their district meeting or at home. Congratulations to all watch recipients for their years of dedicated service and contribution to the union.

An estimated 2,500 retirees and their guests enjoyed, under perfect spring weather, the usual lunch of cross-rib roast, beans, salad, dinner rolls and all the beer and soft drinks a person could consume.

A special thanks to the RMTC and Local 3 staffs for their help in planning and carrying out the picnic.



◀ The 45 retirees who received their 50-year watches (in alphabetical order): Louis Baumann, Kenneth R. Bledsoe, Richard Byerrum, Norris A. Casey, Albert M. Dadone, Joseph J. Descagnia, Alfred Dr. Ernest Flint, Everett Galvin, Jim Grant, Allen L. Harris, Ben E. Hutcheson, James L. Johnson, Albert R. Lag B. Laws, Roy Ledbetter, Gilbert E. Machado, Arnold McGeehon, Frank J. Miller, Marin F. Miller, Charles E. Albert R. Palmer, Jim Redd, Arnold E. Rush, Wilfred T. J. Stapleton, Dan S. Street, Ernest W. "Ernie" Sutter, Harold E. Tower, Albert N. "Al" Walker, and Harvey V-

Picnic

atches



2



3



4



6



7



8

1 - Juanita Carter, in her 25th year as a cook at Rancho Murieta, stirs the famous retiree picnic beans. **2** - RMTJ Training Manager Steve Stromgren (with shovel) helps pull a rack of rib roast from the barbecue pit along with RMTJ Director Ray Helmick, left, and instructor Dave DeWilde, middle. **3** - Apprenticeship coordinator Jim Fagundes, left, and RMTJ instructors slice the meat. **4** - Business Rep. Jay Bosley, right, serves retiree Abe Koop a generous slab of rib roast. **5** - All six of these retirees - from left Oscar Barnes, Al Pesetti, Frank Lotquist, Dan Street, Daryl Doyle, and Paul Street - all worked together for Gordon Ball on the California Aqueduct. **6** - Bill McDonough has collected every Local 3 year pin since 1965. Also contained in the collection are Bill's 25-, 30- and 35-year service pins. Bill's wife June, left, designed the framed and mounted the pins. **7** - The Harris family: Erma and Howard E., left, parents of Howard L., right, and great grandparents of 2-year-old Samantha. **8** - Bud Dalton, left, with Bob Swanson, who traveled more than 1,500 miles from Edgar, Neb., to attend the picnic.

atches at the picnic were (in
son, James L. Benson, Herbert
t.B. Coldiron, Dario F. Cordano,
ake, Leo Dulle, Q.L. Fautt,
s, Ed Hearne, Lige M. Howard,
arbo, Frank A. Lawrence, Owen
Maggetti, Nick Marazo, Bill
. Moreland, N. N. Mullenau,
P. Sarazen, Andrew Schultze,
m, Andrew Torres (1995),
iens.



ADDICTION RECOVERY PROGRAM

New program to help small employers fight substance abuse

A new partnership initiative by the Clinton administration is being launched to help businesses, especially small businesses, prevent alcohol and drug abuse.

The partnership, announced in April, is needed because "small businesses are less likely to provide substance abuse information for employees, to have a written policy on substance abuse, and to provide access to employee assistance programs for drug and alcohol use," said Donna E. Shalala, Secretary of the Department of Health and Human Services (HHS), in announcing the partnership April 12.

"Many smaller businesses often don't have the resources to develop substance abuse prevention programs," Shalala said. "This is where our efforts are needed most."

Construction workers

The initiative was announced at the same time that HHS released a report examining drug and alcohol abuse among American workers. Below are the occupations that have the highest rates of illegal drug use, along with the percentage of workers who admit to using illegal drugs.

- Construction workers (17.3 percent)
- Construction supervisors (17.2 percent)
- Food preparers (16.3 percent)
- Waiters and waitresses (15.4 percent)
- Laborers and helpers (13.1 percent)
- Writers, designers, artists, and athletes (13.1 percent)

The occupations with the highest rate of alcohol abuse listed below.

- All construction (20.6 percent)
- Construction laborers (19.9 percent)
- Laborers and helpers (19.5 percent)
- Auto mechanics (16.3 percent)
- Food preparers (16.3 percent)
- Drivers of light trucks (15.1 percent)

What these figures show is that "we need to do more, and we need to team up with labor and management in a number of industries," Shalala said.

Drug testing

The occupations that impact public safety, including truck drivers, fire fighters and police, have the highest participation in drug testing, the study also showed. Overall, about 13 percent of full-time workers reported being involved in a mandatory drug test in the workplace.

Employers who are interested in getting more information about the federal initiative should call 1-800-WORKPLACE.

Addiction Recovery Program
(800) 562-3277

Hawaii Members Call: (808) 842-4624

by **Bud Ketchum**

Director



FRINGE BENEFITS

Hearing aid plan available to actives and retirees

Proper hearing is not only vital to enjoy a normal life, but it also plays an important role in preventing accidents. The Operating Engineers Health & Welfare Trust and the Pensioned Operating Engineers Trust Fund have a preferred provider organization (PPO), called Hearing Aid Care Plan, to dispense hearing aids to members and covered dependents at a negotiated rate.

For hearing aids obtained from Hearing Aid Care Plan providers, the trust fund payment per device is \$450. You pay only \$100 per device, limited to one device, per ear, every four years. To contact the Hearing Aid Care Plan, call 1-800-322-4327.

For hearing aids obtained from non-preferred providers, the trust fund payment per device is \$450 limited to one device per ear every four years. You must pay the balance per device. With an average cost of \$960 per device, the difference in your out-of-pocket expense can be substantial.

How claims processing works

I would also like to mention some important points about claims processing for all retirees and active members in Northern California.

Claim forms received in the fund office are first examined to determine whether all pertinent information has been included. Information necessary to process a claim would include fully

itemized bills, claim forms, physician's diagnosis, and if you have more than one group plan, the other insurance carrier's payment sheets.

If all information necessary for processing has not been included, the fund office will request this additional information from the employee or the provider of service such as hospital and physicians. The claim will be held until the required information is received.

The fund office requests this information by sending a letter to the employee or the provider of service or both. If you receive a request for additional information, you should attach requested information to this letter and return it to the fund office as soon as possible.

Once all information necessary to process your claim has been received, an Explanation of Benefits statement outlining the fund's benefit determination is sent to you and to the provider of service if benefits are assigned along with any applicable benefit payment.

This Explanation of Benefits will be in a self-mailer, which will be both the envelope and the Explanation of Benefit form. Whenever a payment has been made to your health care provider, the check you will receive will be marked void. This check will provide you with an easy way to determine if payment has been made to your doctor, dentist or other health care provider. When payment is being made directly to you, the check will be made payable to you.

by **Charlie Warren**

Fringe Benefits

Director

Expiration date change for Hazmat certificates

To comply with changes and new interpretations of state occupational safety and health policies in Nevada, Utah and California, some new procedures are being implemented in those states.

Refresher training must be completed annually and be completed within one year of the expiration date of the last certificate, whether it was an eight-, 24- or 40-hour class. Failure to complete the refresher training within that grace period will require retaking the original training of 24 or 40 hours.

For example, if an employee completes his or her 24- or 40-hour training on June 12, 1994, that certificate would expire on June 12, 1995, and that employee would not be allowed to work on a Hazmat job until completing an eight-hour refresher. If the employee did not take a refresher by June 12, 1996, he or she would be required to retake the 24- or 40-hour class.

Because of these policies we will not be giving refresher interviews. If it has not been two years since your last training, you will be allowed to attend refresher training. If it has been over two years, you will be required to take the original 24- or 40-hour training. These are state policies and these procedures will not be bent. The bottom line is that students will be required to keep aware of the expiration dates of their current certificates.

Hawaii will continue to work under the rules that it has been using in that state. Hawaii is working under the federal policies that stipulates refresher training is to be completed "reasonably close" to the anniversary date of the last training. Students in California and Nevada will have their names removed from that data base once their refresher training has expired.

Definition of a 'qualified person'

The following definitions are found in the Occupational Safety and Health Administration's Construction Standards 29CFR 1926. A brief look at these definitions might be helpful for the purpose of work assignments.

The following are found in 1926.32, definitions:

- (d) "Authorized person" means a person approved or assigned by the employer to perform a specific type of duty or duties or to be at a specific location or locations at the jobsite.
- (f) "Competent person" means one who is capable of identifying existing or predictable hazards in the surroundings or working conditions which are unsanitary, hazardous, or dangerous to employees, and who has authorization to take prompt corrective measures to eliminate them.
- (i) "Designated person" means "authorized" as defined in paragraph (d) of this section.
- (m) "Qualified" means one who, by possession of a recognized degree, certificate, or professional standing, or who by extensive knowledge, training, and experience, has successfully demonstrated his ability to solve or resolve problems relating to subject matter, the work, or the project.

Another section of Subpart C, 1926.20 - General Safety and Health Provisions states the following under (a):

- (4) The employer shall permit only those qualified by training or experience to operate equipment or machinery.

Putting those two sections together, a person who is not qualified to operate equipment can be an "authorized person" or a "designated person."

Although a "competent person" is one who has the experience and ability to identify hazards and take actions to correct those hazards, one who is a "competent person" is not necessarily qualified to operate equipment. The only person an employer may assign to operate equipment under the OSHA regulations is the "qualified person." Those two sections should make it clear that the OSHA regulations require an employer to assign only people who are "qualified" as defined by the regulations to operate equipment.

For those employers who need more persuasion concerning the need to assign only qualified people to operate equipment, there is the California Corporate Criminal Liability Act of 1989, sometimes referred to as "Be a Bad Manager, Go to Jail."

One section of this law, Penal Code 387, relates to liability of a manager who conceals danger that is subject to the authority of an appropriate regulatory authority. If a supervisor assigns a person without the experience or qualifications necessary to operate a certain piece of machinery or equipment, the supervisor may be in violation of Penal Code 387.

We are all aware of a number of employers who put just anyone on a piece of equipment just to fill the seat, especially forklifts. These machines are so small that anyone should be able to handle them, so the theory goes. If you have ever operated a forklift, you know it takes a certain amount of skill and concentration. But since there are so many running around, and they look easy, companies are assigning anyone to run them. OSHA is aware forklifts are so perceived and because of this perception they require forklift operators to be trained before assignment. It would appear putting someone other than a qualified employee on such equipment may be in violation of the law.

One more thing before I close this article. There are a number of us that have gone to a "competent person" course and, therefore, consider ourselves a competent persons. This is far from the truth. If you do not have both the experience and the authority to take prompt corrective actions, then you are not viewed by OSHA as a competent person, card or not.



by Brian Bishop

Safety Director



"It has excellent safety features. In case of personal injury, it automatically alerts our legal department."



by Art McArdle

Administrator

Surveyors show their stuff at Hands-on Competition

This year's Hands-on Competition was the "competition of competitions," with a large turnout of participants, employers, union representatives and the Northern California Surveyors Joint Apprenticeship Committee. Everyone seemed to have a great time.

Ken Anderson, our San Jose class instructor and vice president of Mission Engineers in Santa Clara, was the man of the hour. Ken wrote the competition problems, set up the course, put together judging guidelines and, with the exception of the awards barbecue, supervised the entire operation.

The day was a success due in large part to the prize money that Bay Counties Civil Engineers and Land Surveyors Association donated. Local 3 also contributed the jackets, T-shirts and caps. The fabulous awards barbecue was again sponsored by the Law firm of Thornton & Thornton and presented by NCSJAC Administrative Assistant Joanie Thornton, with setup help from Connie McCray.

A project like this requires a lot of help from many of our employers, particularly with equipment and volunteers. The

NCSJAC would like to thank the following employers: KCA Engineers, Meridian Technical Services, Worldwide Land Surveys, Mission Engineers, Psomas & Assoc. and Kister, Savio & Rei.

Judges were instructors Ron Nesgis, Gene Feickert and Pat O'Connor from Worldwide Land Surveys, Chuck Hendsch from MTS, Juan Lovato from Hanna & Hanna, Ken Anderson from Mission Engineers, Floyd Harley from KCA, and employer representatives Pat Rei from Kister, Savio & Rei and Gordon Ray from MTS.

Additional assistance and encouragement was provided by Rob Wise, Local 3's recording-corresponding secretary, Local 3 Business Rep. Paul Schissler, and Ralph B. Hoyt, executive secretary of Bay Counties Civil Engineers and Land Surveyors Association.

The NCSJAC would also like to thank Dion Griffin of the Harbor Bay Business Park for helping us obtain permission to use the property where the competition was held.

con't next page

HANDS-ON COMPETITION WINNERS

First Place Team

Michael Foulk, Psomas
Bill Jackson, Monterey Construction
Jesse Davis, Earl Woods

Second Place Team

Joe Koehler, Ferma Corp.
Debi Tuner, Nolte
Susan Abellar, Morton & Pitalo

Third Place Team

John Cabral, Morton & Pitalo
Steve Mason, MTS
Marshall Bankert, Ley Construction

OUTSTANDING APPRENTICE AWARDS

1st Place

David Nelson, Ferma Corp.

2nd Place

Fred White, MTS

3rd Place

Jesse Davis, Earl Woods

4th Place

Joe Koehler, Ferma Corp.



▲ **Fred White, Al Pope, Tracy Marcinkoski**

▼ **Thomas Gardner, Steve Kramer and David McCray**



▲ **Hans Haselbach shows Ken Anderson some GPS functions.**

▼ **Brad Thomas, Greg Hodgers, Octavio Senda**



More Hands-on Competition photos



con't from previous page

First aid class schedule

Sat., July 27 - Santa Rosa District office
 Sat., Aug. 10 - Alameda Headquarters
 Sat., Aug. 24 - Sacramento District office
 Sat., Sept. 14 - Alameda Headquarters
 Sat., Sept. 28 - San Jose District office

Classes for Oct., Nov. and December will be listed in next month's *Engineers News*. For more information, call Joanie Thornton at the NCSJAC at (510) 748-7400, ext. 3373. Sat., July 13 - Alameda Headquarters

◀ Group photo of Hands-on Competitors

TECHENGINEERS

How GPS got its start

Imagine never being lost again. Better yet, imagine that at the press of a button you can tell not only where you are, but also your altitude, rate of motion and even where you are headed. The good news is that such a system already exists, and better yet it's going to improve even more.

Back in the mid-1970s, the Department of Defense began to place special satellites in orbit around the earth that could be used to provide pinpoint locations of its ships, aircraft and ground troops. Produced by Rockwell International, each satellite weighs about 744 kilograms and is the size of a small van with a large solar panel attached. Besides radio transmitters, each contains two rubidium and two cesium atomic clocks and nickel-cadmium battery packs.

The atomic clocks on the satellites are crucial to time radio signals as they bounce back from receivers on earth, yielding accurate distances. When signals from a minimum of four satellites are compared, a precise location can be determined accurate to within a few inches.

Termed the Global Positioning System (GPS), the system now consists of 24 satellites orbiting in six different but precise planes. The 12-hour orbital period allows for their positions in the sky to be fixed for any particular time period.

Because of their life-saving potential, the DOD decided to make the satellite signals available for civilian use. But they incorporated a series of errors so that civilian signals would be limited to an accuracy of 100 meters.

Taking this "selective availability" as a challenge, scientists and researchers sought ways to correct the errors DOD had deliberately incorporated into the civilian system. In 1980, Massachusetts Institute of Technology scientists achieved accuracy of a few millimeters greater than even what DOD thought possible.

The procedure, known as "Differential GPS," is relatively simple: Knowing before hand a precise location on the ground and then examining signals simultaneously from several satellites, civilian GPS systems can achieve an accuracy of within one meter. Scores of commercial companies began to offer software and self-correcting hand-held GPS systems. For a time, DOD kept spending money to further degrade signals to civilians.

In March of this year, acting on advice from the National Academy of Sciences, Vice President Al Gore announced plans to gradually eliminate the imposed inaccuracies. The decision was also promoted by the fact that a Russian system called GLONASS is nearing completion and will not employ encoded signals.

Many companies are working on future GPS applications. Already commercial trucking fleets make use of them to track shipments. Rental cars offer experimental systems that can navigate through unfamiliar cities, while Singapore keeps tabs on thousands of cargo containers in its busy port.

Besides boaters and sportsmen, aircraft pilots are experimenting with new landing systems based on GPS technology. A prototype audio system allows blind individuals to find their way about neighborhoods, while geologists are measuring tectonic shifts and monitoring potential volcanic eruptions.

A bimonthly magazine *GPS World*, published by Advanstar Communications of Eugene, Ore., keeps track of these burgeoning innovations that are estimated to comprise a \$1 billion business by the turn of the century.

Information for this article was obtained from an article by Roger Luckenbach, PhD, published in the *Coast Weekly*.



by Paul Schissler

Tech Agent



◀ The Technical Engineers Division held its own Construction Organizing Membership Education and Training (COMET) class April 16 at the Local 3 headquarters in Alameda, and those who attended were, back row from left, Dave Buscher, David Nelson, Wayne McBride (Manager of Local 3's Delinquent Employers Dept.), Al Pope, Randy Reiter, Ken Anderson and Ken Schissler. Front row from left were Thomas Garner, Vicki Larson, Maria Hernandez, Octavio Senda and Daniel Larmay. COMET Special Rep. Bob Miller taught the class.

Hawaii District responds quickly to oil spill

HONOLULU -- The call came into the Honolulu District hall on the morning of May 14. One hundred Hazmat-trained Operating Engineers were urgently needed to begin cleaning up a major oil spill in Pearl Harbor.

An 8-inch-diameter pipeline owned by Chevron Industries, carrying low-sulfur fuel oil for Hawaii Electric's Waiau and Honolulu power plants, broke and spewed 25,000 gallons of oil into the harbor. The cleanup effort involved soaking up the oil with absorbent pads or absorbent plastic called "pom poms" and "hula skirts." In some cases, rocks had to be tediously cleaned one at a time.

The first wave of 100 Operating Engineers was immediately dispatched to one of the cleanup contractors, Morrison Knudsen. The Hawaii District office signed a project agreement with another company, Triple A, and began sending it another 100-plus Hazmat-trained operators to do cleanup around Ford Island. Not all of the operators, however, were dispatched at once because some did not have 40-hour Hazmat certification.

So the district office and the JAC training staff quickly organized two 40-hour Hazmat courses to get those without Hazmat certification trained and dispatched to the cleanup effort as soon as possible. District Representative Adrian Keohokalole contacted the Alameda headquarters and arranged to have the union's computer system remain on line after hours to contact members regarding the 40-hour class. The entire Honolulu office staff worked well into the evening contacting members and offering them the training.

Once the members were contacted, Nelson Umiamaka, the JAC administrator and assistant district representative, took charge of the training. His staff and instructors also worked long hours to give Hawaii members the proper training.

Some companies reportedly dispatched workers without Hazmat training, but Umiamaka insisted that our members' lives would not be jeopardized because of a lack of training. Although the days were long for everyone, Local 3 members received the proper training -- and got the work.

Some of the companies considered bringing from the mainland unskilled workers and then training them in Honolulu. This did not set well with the Honolulu office. Why bring in hands from other regions when enough skilled help already existed in Hawaii?

Hawaii members had a great advantage over other workers thanks to the efforts of the district office and JAC. Local 3 members ultimately got a pay scale on the cleanup of over \$23 per hour plus fringes. Other workers doing the same type of work were paid \$7 per hour.

The need to rush so many Local 3 members through Hazmat training could have been avoided had these members received prior training. The Hawaii JAC has given the 40-hour Hazmat training to about 600 Hawaii members and continues to regularly offer Hazmat classes.

The moral of this story is to get your training when work slows down. As Umiamaka told his classes, "All we have is your skills to sell. Training in all categories gives you more skills."

Contact your JAC office and get Hazmat certified. Like first aid and CPR, you never know when you'll need Hazmat certification.

▼ **JAC Assistant Administrator Alan Parker, left, instructs Local 3 Hazmat workers on Levels "A" and "B", with help from coordinators Alan Kumalae, second from left, and Daniel Nelson Jr. (with tape).**





PHOTOS

1. Apprenticeship Coordinator Daniel Nelson, Jr., right, instructs class on Level "C" protection.
2. Local 3 members begin step one of decontamination process.
3. Overview of Hazmat workers removing oil-soaked debris from shoreline.
4. Local 3 members place new absorbing "pom-poms" on the shore at low tide, while placing oil-soaked "pom-poms" into loading bins.
5. Oil-soaked "pom-poms" are transported from rafts to loading bins.
6. Local 3 members hard at work at Ford Island.
7. Standing from left are Business Agents Kalani Mahoe, Colin Kaalele and Frederick M. Keomaka Sr. Kneeling in front are members of a clean-up crew.



Late rains slow otherwise good work season

SACRAMENTO – As many of you already know, Business Rep. Troy Ruff retired recently. Troy was an effective and dedicated business agent for nearly four years and remains an active union man today. He will be missed by our staff and by many of the members he worked with.

New business agent

I would like to take a moment to introduce myself as the new business representative replacing Troy. My name is Richard Taliaferro. I have been an active Local 3 member for the past 10 years and have been on staff in the Sacramento District office for the past two and a half months. My area covers all of Placer and Nevada counties, as well as a small part of Northeastern Sacramento County.

Work outlook

The work picture is looking really good this year. Only a few late spring rains, which turned several projects into mud holes and lakes, delayed work a little in May.

In the Roseville area, Lund Construction is keeping over 12 operators working at two large subdivisions. Teichert Construction is going full bore on a large subdivision in the same area and has just begun stripping on a 700,000-yard project in the Del Webb area.

Valley Engineering has been working fairly consistently on a major pipeline near Loomis on Taylor Road. Granite Construction has three phases along I-80 from Baxter to just south of Auburn. Shasta Construction was recently awarded the bridge at Pleasant Grove Boulevard in Roseville.

District Rep. John Bonilla has been working diligently on ratifying a multi-craft agreement with the City of West Sacramento and the Port of Sacramento. A \$52 million project with a union agreement for the Money Store in West Sacramento just had its ceremonial ground breaking.

There is a lot of work on the books for the entire Sacramento Valley area but, like last year, late rain has really hampered the start this year. Let's hope we've seen the last of the heavy rain for this season so the hiring hall can start rolling members out to work.

Service pins awarded

Congratulations also to the following members who have recently received service pins: L.D. Anderson, 30 years; Edward Aldrich, 30 years; Dale Barker, 25 and 30 years; Howard Clark, 25, 30 and 35 years; Russell Cobb, 25 years; John Collier, 25 and 30 years; Clarence Enos, 25 and 30 years; Doug Gerstner, 25 and 30 years; Herbert Goodson, 25, 30, 35 and 40 years; Gerald Hicks, 25 and 30 years; Leon Hutchins, 25 and 30 years; Jim Lucas, 25 and 30 years; James Stephens, 25 years; Henry Walker, 25 and 30 years; Robert Will, 25, 30 and 35 years; and Jerry Zarzana, 40 years.

District picnic

All of the agents now have tickets for our annual Sacramento District picnic. If you haven't purchased your tickets yet, talk to an agent or stop by the hall. Remember, the June 22 picnic comes a little earlier than last year. Don't miss out on the food and festivities. Get your tickets now.

Richard Taliaferro, Business Rep.

Ley Construction signs with Local 3

SANTA ROSA – We would like to welcome Ley Construction of Lake County to the ranks of Local 3.

Ley Construction owner Bill Ley signed with Local 3 in early May primarily because he has "more machine than can be competently operated by the hands that I have found in the private sector, and it is the talent of the Local 3 hands that I need to get the job done – done right, and done right the first time," he told Local 3.

Bill has brought with him a core crew of five competent operators. To date, he has called three hands out of the hall. At press time, Ley is moving dirt at the Twin Lakes subdivision on Morgan Valley Road, and for the Kiewit Pacific project on Hwy. 153 and Hwy. 29. All of these jobs are in the Lower Lake area.

Ley has expertise from working many years up at the geysers. The company's specialty is difficult dirt and rock jobs, though Ley welcomes all technical and challenging jobs. The company has some 637's and a few HD41B dozers, a compactor and a Cat 235 excavator and support equipment.

We would also like to welcome Bruce Cochran of Cochran Enterprises, another Lake County contractor who recently signed with Local 3. Bruce has a D5 angle dozer with a winch. Much of his work has been in forestry and grading.

Other recently signed employers include Kingsborough Altas Tree Surgery, Inc., and Ritner Tree Service, Inc. Kingsborough owner Rich Kingsborough is currently contracting in Lake Mendocino, Sonoma and various Bay Area counties. James Walmsley of Ritner is looking forward to bidding work with our good signatory employers in various locations.

► **Ley Construction crew (l-r):**
Dan Cutter, Michael Lemon,
Aaron Shaul, Dan Knight and
owner Bill Ley.



We want to welcome all of the new employers; we are looking forward to a healthy and prosperous work year with you all.

The work picture in Sonoma, Lake and Mendocino counties appears about 30 percent better than last year. By press time the rains will have ceased and everyone will be working.

We just completed a pre-job conference with Dillingham Construction Co. regarding the \$10.3 million bridge replacement over the Russian River at Healdsburg. The project will last two work seasons and employ six to 10 operators.

R.M. Harris Co. of Concord is the apparent low bidder on the \$8.7 million bridge replacement realignment project on Wood Road in Sonoma County. And finally, the \$10 million Squaw Rock project on Hwy. 101 north of Cloverdale is to bid on June 11.

Now that Business Rep. Greg Gunheim is back, so are the semi-annual fishing trips. The next one will be July 6. It will be a pot-luck trip, meaning we'll either mooch for salmon, go for rock fish or halibut, or any combination of those. It will all depend on what's biting. For more information, see the fishing trip ad on this page or call the Santa Rosa hall at (707) 546-2487.

Remember, the Santa Rosa District meeting is June 20 at the Discovery Inn at 1340 North State Street in Ukiah beginning at 7 p.m. Please plan to attend.

*District Rep. Gary Wagnon and
Business Reps. Jim Killeen & Greg Gunheim*

SAN FRANCISCO - SAN MATEO - MARIN

DISTRICT PICNIC

Saturday, Aug. 10, 1996 • 1 pm to 4 pm

Junipero Serra Park, San Bruno

Adults \$12.50
Retirees \$10.00
Children
Under 12 FREE

AVOID THE RUSH!!!

Order your tickets now! Call S.F. District Office
for more information (415) 468-8946

POT LUCK FISHING TRIP

For Members, their Families and Friends

July 6, 1996

Fish for Salmon, Halibut or Rock Cod
Fishing vessel "Jaws" will leave Porto Bodega at 6 am
and return between 3 pm and 5 pm.

Cost: \$40.00 per person
For more info, call Greg Gunheim (707) 546-2487



Dutra Group, with Local 3 support, launches dredge training program

The Dutra Group has launched its International Dredging Institute in Rio Vista, Calif., which will conduct training for the dredging industry. So far, there has been a very positive response to the first classes.

The institute is concentrating mainly on introductory training with the goal of later adding upgraded training. Although Local 3 is not yet officially a partner in this training program, the union is setting up a trust agreement, eventually making this a labor-management venture. Also, most of the instructors are Local 3 members volunteering their time to better the industry.

Anyone interested in attending the institute should contact Aimi Dutra at (707) 374-6339 or write to P. O. Box 338, Rio Vista, CA, 94571.

Dredging work picture

Dredging throughout Northern California has slowed considerably. Dutra has completed the clamshell portion of the Port of Oakland 42-foot deepening project and moved the Paula Lee and DB #25 to Southern California.

Dutra's new excavator dredge, the *Antone*, is due to arrive in July or August and will go right to work in Oakland. All of us in the dredging industry are anxiously awaiting the arrival of this new machine, as it is a completely new concept in dredging on the West Coast. *Engineers News* will cover the *Antone's* story as it unfolds.

The DB #3, DB #5 and DB #24 have been staying fairly busy and have kept several of our members going. Manson was staying very busy until recently, but things have slowed considerably for the company. There are quite a few jobs coming up for bid, but most still have regulatory hoops to jump through.

Work safely and have a prosperous summer.

Bob Baroni,
Dredging Special Rep.

▼ **Instructors for the International Dredging Institute, all Local 3 members, are from left: Kurt Dillard, Greg Williams, John Stevens, Vern Silva Jr., Bobby Munoz, Chuck Walker, and Rick Warnecke. Pictured in the middle is Aimi Dutra, the Institute's administrator.**

► **Local 3 Dredging Special Rep. Bob Baroni gives a presentation at one of the Institute's classes.**



► **Matt Fraser practices his hands-on rope handling.**



Bottom right photo: Students have given classes very positive reviews.





MEETINGS & ANNOUNCEMENTS

HONORARY MEMBERS

The following retirees have thirty-five (35) or more years of membership in the Local Union as of May 12, 1996, and have been determined to be eligible for Honorary Membership effective July 1, 1996. They were presented at the May 12, 1996 Executive Board Meeting.

Marvin Barnes	# 0732045
Stephen E. Blanchard	# 1058374
Charles Brashears	# 1069109
Jim Copeland	# 1069128
John F. Cripe	# 0997658
Denny Dennis	# 1040605
William Harlan	# 1069067
Earl E. Haskett	# 1006618
Bob Helton	# 1020149
John Huiting	# 0558859
Everett Kaiama	# 1022358
Rex P. Larkin	# 0607828
James W. McDonough	# 1069076
Richard Menezes	# 1069077
Walter Pacheco	# 1065270
Victor Siders	# 1065312
Ronald Sindorf*	# 0858020
Oscar F. Smith	# 1025787
Dale Southern*	# 1022389
Daniel Thomas	# 1058508
Joe R. Valenzuela	# 1051468
William Whittington	# 0983054

*Effective April 1, 1996



SEMI ANNUAL MEETING

ANNOUNCEMENT

Recording-Corresponding Secretary Robert L. Wise has announced that the next Semi-Annual meeting of the membership will be held on Saturday, July 13, 1996, 1:00 p.m. at:

**Seafarers International
Union Auditorium
350 Fremont Street
San Francisco, California**

Bring your dues card

Recording-Corresponding Secretary Robert L. Wise wishes to remind all members to carry their paid up Local 3 dues card. When attending a semi-annual, quarterly district or specially called meeting of the union, your paid up dues card is proof of your good standing status as a member of IUOE Local 3 and your right to vote in such meetings and/or participate in the business of the union.

DISTRICT MEETINGS

JUNE 1996 (*note changes)

6thDistrict 20: Concord, CA (7 pm)
Elks Lodge No. 1994
3994 Willow Pass Rd., Concord, CA

10th.....District 17: Kona, HI (7 pm)
Holualoa Imin Community Center
76-5877 Mamalahoa, Holualoa, HI

11th.....District 17: Hilo, HI (7 pm)
Hilo Hawaiian Hotel
71 Banyan Drive, Hilo, HI

12thDistrict 17: Maui, HI (7 pm)
Waikapu Community Center
22 Waiko Place, Wailuku, HI

13th.....District 17: Honolulu, HI (7 pm)
Washington Intermediate School Cafeteria
1633 South King St., Honolulu, HI

14th.....District 17: Kauai, HI (7 pm)
Kauai High School Cafeteria
Lihue, HI

***24th...Dist. 10: Santa Rosa, CA (8 pm)**
Friedman Center, 4676 Mayette Ave.
Santa Rosa, CA

***25th...District 90: Freedom, CA (8 pm)**
Veterans of Foreign Wars Hall
1960 Freedom Blvd., Freedom, CA

JULY 1996 (*note changes)

***1stDistrict 30: Stockton, CA (8 pm)**
Stockton Inn
4219 E. Waterloo Rd., Stockton, CA

***1stDist. 80: Sacramento, CA (8 pm)**
Machinists Hall
2749 Sunrise Bl., Rancho Cordova, CA

***8th.....District 40: Eureka, CA (8 pm)**
Engineers Building
2806 Broadway, Eureka, CA 95501

***9th.....District 60: Yuba City, CA (8 pm)**
Sutter-Yuba Board of Realtors Hall
1558 Starr Dr., Yuba City, CA

***9th.....District 70: Redding, CA (8 pm)**
Redding Elks Lodge
250 Elk Dr., Redding, CA

AUGUST 1996

8thDistrict 01: S.F., CA (7 pm)
Seafarers Int. Auditorium
350 Fremont St., S.F., CA

15th.....District 04: Fairfield, CA (7 pm)
Engineers Building
2540 N. Watney Way, Fairfield, CA 94533

22nd.....District 11: Reno, NV (7 pm)
Engineers Building
1290 Corporate Bl., Reno, NV 89502

23rdDist. 12: Salt Lake City, UT (7 pm)
Engineers Building
1958 W. N. Temple, S.L.C., UT 84116

29th.....District 50: Fresno, CA (7 pm)
Laborer's Hall
5431 East Hedges, Fresno, CA

DEPARTED MEMBERS

Our condolences to the family and friends of the following departed members (compiled from the April 1996 database).

Howard Adams	Grass Valley, CA	04/04/96
Charles Akana	Sacramento, CA	04/03/96
Roy Allen	El Cerrito, CA	04/01/96
Henry Baker	Droville, CA	04/05/96
Harvey Bauer	St. Anthony, ID	04/23/96
Tom Butler	Fresno, CA	03/30/96
Clyde Coan	Pollock Pines, CA	04/08/96
M. Coleman	Concord, CA	04/03/96
Louis Dutra	Concord, CA	02/01/96
J. Furber	San Mateo, CA	04/23/96
John Granath	Azalea, OR	04/23/96
Glen Hardwick	St. George, UT	04/18/96
Thomas Hatch	Fremont, CA	03/27/96
Alfred Hawkins	Silverdale, WA	04/27/96
Lloyd Hemphill	Modesto, CA	04/10/96
Ray Jones	Newark, CA	04/10/96
Beryl Mason	Sacramento, CA	04/01/96
Hal Memmott	Scipio, UT	04/09/96
Ray Miller	Payette, ID	04/08/96
Vincent Morris, Jr.	Elverta, CA	04/11/96
Nephi Nemelka	West Jordan, UT	04/04/96
Paul Piper	Middletown, CA	01/29/96
William Shodahl	Kaneohe, HI	04/22/96
Gordon Strain	Los Altos, CA	04/07/96
Frank Szomjas	Windsor, CA	04/09/96
John Teter	Bend, OR	03/16/96
Wendall White	Rocklin, CA	04/09/96
J. Williams	Marysville, CA	04/03/96

Deceased Dependents

Lillian Burch (Wife of Bruce Burch)	04/09/96
Barbara Fernandes (Wife of John Fernandes)	04/14/96
Marie Hartwell (Wife of John Hartwell)	04/27/96
Josephine Kamelamela (Wife of Johah Kamelamela)	03/26/96
Sara Marroti (Wife of L.P. Marroti)	04/25/96
Ethel Nakahara (Wife of Susumi Nakahara (dec))	04/07/96
Reta Nelson (Wife of Kenneth Nelson)	04/05/96
Marguerite Rains (Wife of Ernest Rains)	04/16/96
Rodriguez, Anna (Wife of Henry Rodriguez)	02/02/96
Yacopin, Curt (Son of Irenio Yacopin)	04/22/96

NOTICE

To: THE OPERATORS OF DIESEL ENGINE EQUIPMENT
Re: California Proposition 65 Warning

Proposition 65, a California law, requires warning about exposures to chemicals, including constituents of diesel engine exhaust, which are listed under that law.

Beginning during the next year, diesel engine equipment will carry the following CALIFORNIA PROPOSITION 65 WARNING either on the equipment or in the operating manual:

CALIFORNIA PROPOSITION 65 WARNING

Diesel engine exhaust and some of its constituents are known to the State of California to cause cancer, birth defects, and other reproductive harm.

Please note this warning and remember —

- Always start and operate the engine in a well-ventilated area;
- If in an enclosed area, vent the exhaust to the outside;
- Do not modify or tamper with the exhaust sys-

Free Want-Ads for Members

FOR SALE: Burial plots. 2 spaces, Green Lawn Memorial Park in Colma, Ca. Lot 79. Good Shepherd section, spaces 9 & 10. (415) 591-3716. #1382469

FOR SALE: Aux. 50-gal gas tank for p/u trucks - w/accessories. Like new, \$340 OBO. (707) 747-3171. #1759119

FOR SALE: 2-bd house on 4 lots. Four out bldgs, 20+ fruit/nut trees, concrete drive & patio, new carpet, city water, sewer & well; \$75,000. Also: adjoining 95' x 60' lot w/8' x 40' mobile w/lg porch, storage bldg, cement pkg., good rental. \$35,000. Sell separately or both for \$105,000. (707) 995-7031. #1196400

FOR SALE: 1996 Bouncer motorhome. Sudden death in family forces sale. 28-ft - a real steal! Assume loan, TOP. Used 1 time. Double bed, fully loaded, 2 TVs, VCR, window coverings & more. (707) 837-9372. #0994110

FOR SALE: 4,000-gal alum semi tank. Excel cond \$3,500 OBO. Also: 1970 Bobcat 610, good digger, Wisconsin attachment ready. \$2,500. 74-79 GMC full time transfer case, turbo 400 & converter. \$400. 30-06 scope A1, made in Spain; \$200. 1980 YZ125 Yamaha, new lower/upper end; \$800. (510) 672-5117. #2251878

FOR SALE: '78 Corvair \$6,000. Also: '85 Z28 hood, doors, f-tops/radiator, brakes, master cylinder. (408) 757-5614. #1192168

FOR SALE: Homette motorhome. Excel cond, clean, 24' x 60', in park in Brownsville, CA. 3-bd/2-ba, lg/tam rm, dining rm, carpet, Peltel heater & cent heat, water cooler, W/D, ref; 8' x 50' covered deck, 2 storage sheds. \$27,000. (916) 675-1433. #1178350

FOR SALE: '93 Four Winds 5th wheel. Cent air/heat, micro, dbl refrig, slide-out L/D, awning, mini blinds, full bath. Also: '89 Dodge 350 LE, Cummins diesel w/Honda generator. All for \$29,000. (209) 852-2054. #589221

FOR SALE: Mobilehome. 55+ Senior Park in Concord, CA. 1-bd, 16' x 44', double-wide w/screened in porch, covered patio, carpet, very spacious. Excel location. \$19,950. (415) 825-5496. #1774540

FOR SALE: 1987 Mazda RX7. Excel cond in/out. CC, AC, AM/FM cass, sun roof, tinted rear window. Red body color. Must see. \$5,000 OBO. (916) 273-6852. #1829436

FOR SALE: 1975 Oldsmobile Calif Cutlass. 2-dr, hardtop, color butterscotch w/cream top, white int, one owner, rebuilt trans, new rotors and brake linings, deluxe steering wheel, AT, PS, good transportation. \$2,000 OBO. (510) 443-5927. #947100

FOR SALE: '84 Ford Backhoe 555. Cab w/heater, 4-in-1 loader, extendo, new tires \$14,500. Also: 1960 Adams grader, 12-ft blade, runs great \$4,500. Sport camper shell, full size, insulated, sliding glass cargo door \$375. Porta Fid (FID), new, gas leak detector, to detect hydrocarbons \$2,500. (408) 274-7595. #1137643

FOR SALE: 1930 Model A Ford Coupe. First class condition, rumble seat. \$10,000 OBO. (916) 284-6809. #0256621

FOR SALE: 1966 Jaguar. 3.4 liter, "S" type, 4-dr sedan, leather, walnut burl, rt hand drive, all orig, looks and runs great. \$8,500. Also: 1974 22-ft Catalina sailboat on trailer \$3,000. (510) 283-1329. #16593360

FOR SALE: 1992 Cord Custom Van conversion. Loaded, leather seats, etc. \$19,000. (916) 244-7388. #2016985

FOR SALE: Motorhome. 1984 Ford Establishment. 24-ft, 460 Ford eng, 51K mi, good cond. \$11,500. (916) 372-3376. #0714950

FOR SALE: Commercial bldg in south Oregon. Approx 11,000 sq ft. Ready to open as grocery/supermarket. "Already stocked", new 15-yr roof, many 12-door refrigerated cases, refrig units in top cond. Money-maker. (916) 243-4302 for more info. #0865537

FOR SALE: Ferguson 30 tractor and two axle ramp. Zeman trailer. \$7,500. (408) 296-4686 eves. #0814769

FOR SALE: Burial plots. Roselawn Cemetery in Livermore, CA. 2 spaces. \$1,000 for both. (209) 523-6244. #1786470

FOR SALE: 1955 International 1/2-ton pickup. Runs good, body in good cond. \$950 OBO. (209) 931-3092. #0858085

FOR SALE: Class A motorhome. 23-ft Allegro. Low miles, 7 new tires, propane or elec. micro, AC, furnace, Onan gen, (916) 273-3666. #0290278

FOR SALE: 1966 Mustang. 289 V8, vinyl top, Pony int, all orig. 120K mi, new paint (orig color), new wiring and brakes. Min cond. \$10,000. (916) 622-6982. #2170805

FOR SALE: 1977 Road Ranger motorhome. 24-ft, Dodge 440 CID, 44K mi, dual air, stereo, CC, excel cond in/out. Well maintained. (408) 336-8663. #1155490

FOR SALE: '69 Nova. 6-cyl, column shift 3-sp, good work car \$850 OBO. Also: portable air compressor, 7-gal tank, 100 lbs pressure, auto on/off, 110 v elec. \$85 OBO. Prof model air dryer on stand w/rollers, 3-settings, 110 v elec. \$75 OBO. (209) 823-1906. #1563111

FOR SALE: Easy Lift hitch. 1,000-lb heavy duty tow bar. (510) 689-4932. #0921384

FOR SALE: 1994 Toyota truck. Like new, 3K mi, 5-sp, 2x4, AC, security system, AM/FM cass stereo, sliding rear window, deluxe bumper, metallic blue, great gas mileage. \$10,950. (209) 599-6917 after 5 pm. #301853

FOR SALE: Commercial property. 11,000 sq ft market in downtown Glendale, CA. All fixtures, incl cash reg. Ready to open w/inventory included. Great biz opportunity for \$325,000-includes bldg! (916) 243-4302. #865537

FOR SALE: '92 1/2-ton Dodge Diesel pickup. Tool box, tow pkg, 5-sp, good tires. \$13,000 OBO. (805) 237-9240. #0643249

FOR SALE: Duplex in Modesto, CA. 2-bdrm units, one 12,000

sq ft w/double garage, other 10,000 sq ft w/single garage (all w/openers). New roof, carpet, paint in/out, new dishwashers. Lg unit has heat pump, small unit has new stove. \$160,000. (209) 575-2456. #904634

FOR SALE: 1989 Cutlass Cierra. 68K mi, one owner, maroon color in/out, PW, PDL \$6,500 OBO. (510) 769-5026 lv msg.

FOR SALE: Real tailgate loader. Hydraulic over, 12v elec. \$125. (916) 689-4061. 1238702

FOR SALE: BEST Walnut shaker. Boom type, adapts to Massey Ferguson Tractor Model 35 or 135. Good cond, many extra parts. Must sell, will sacrifice to best offer. (209) 823-3996 after 6 pm, ask for Tom or Dario. #1584165

FOR SALE: '77 VW convertible. Completely refurb, runs great, excel cond in/out, rebuilt eng, new tires, shocks, McPherson struts, Alpine pullout stereo w/door speakers. \$3,599 firm. (707) 642-4778 or page/lv msg (510) 702-4289. #2027116

FOR SALE: 1994 Honda Magna VFR 750 motorcycle. Black & chrome, perfect cond, only 3,200 mi. No time to ride-must sell. \$4,500. Also: 1993 Ford Mustang 5.0 GT. AT, AC, PW, PB, AM/FM cass, gray/silver, 37K mi \$10,500 OBO. (707) 987-9377. #2251841

FOR SALE: '69 Ford E350 van. 302-V8, AT, ex cond. \$2,300. Also: '66 Hi-Low trl trlr, new tires, w/add-on canvas room, ex cond. \$1,800. 76 CB 125S Honda cycle. 1,300K mi, stored for 17 yrs, needs bait and carb work. \$500. (209) 745-2574. #1826078

FOR SALE: 1969 Lincoln Continental. 460 cu eng w/116K all orig mi, garaged, leather int, paint & vinyl top in excel cond. New suspension, 80K mi tires, master cyl/brakes. Drives like a dream. \$6,900 OBO. (510) 671-2882. #2106359

FOR SALE: Mobilehome in Brookings, OR. At 55+, best park in area. 2-bd/2-ba, large living rm, dining and den. Attached garage w/elec door, covered driveway, inside laundry w/appliances. 28' x 52'. (916) 666-6467. #0912056

FOR SALE: '88 Teton 5th Wheel. 37-ft Louisville w/living room slideout. Washer/dryer, micro, central vac, air, awning, much more. Ex cond. \$23,000 OBO. (209) 728-8911. #2108649

FOR SALE: 24' x 60' Mobilehome. Excellent condition. In Brownsville, CA. 3-bd/2-ba, family room, pellet stove, central heat, water cooler, W/D, refrig. Also a covered 8' x 48' deck, two storage sheds. (916) 675-1433

FOR SALE: Golf cart. EzoGo. Will sell at a loss - didn't need. Paid \$183 electric for battery recharge. \$294 this month. Will sell \$600. (916) 347-9172. #636969

FOR SALE: Beautiful custom brick dream home. Features a great room, 3-bd/2-ba, oak kitchen, prof. landscaping, fenced back yard. Many extra features in this 3 1/2 yr old home in choice location in Sterling, CO. (970) 522-9022 after 5 pm. #1008043

FOR SALE: 1991 Plymouth Laser RS Turbo. 16 valve, twin cam eng, new turbo, body similar to Mitsubishi Eclipse. Loaded: PW, PDL, AC, auto, cruise, ABS, tinted windows, alarm, great stereo, alloy wheels, performance tires. 66K miles. Excel cond, inside & out. \$8,888 OBO. (510) 754-2379. #1152849

FOR SALE: Boat. 1990 custom built Outlaw Day Cruiser w/3 axle trailer, 6' bed and 2 love seats in cabin, 2 capt chairs and bench seat on deck. Full canvas cover. Excel cond, low hours. \$10,800 OBO. (916) 338-5836. #2062743

FOR SALE: Trailer axle. 10.00 x 20 tires; good rubber, oil hubs, trailer hitch, landing gear, air tank w/axle valve, spring w/brackets. \$275 OBO. (209) 847-5346. #519758

FOR SALE: Hawaiian Ocean View Estates. 1 acre of vacant wooded land, 21 mi from Kona. \$6,500 OBO. (808) 671-4779. #2126608

FOR SALE: Mobilehome. In Lake Havasu City, AZ. 16' x 70' w/9' x 36' Az. room, 3-bd/2-ba, water softener, 8' x 12' storage shed, trees on bubblers, min. to boat launch. In park w/lg pool. Near Laughlin, NV casinos. \$28,000. (520) 764-3557. #0888970

FOR SALE: 1991 Ford F350 Cab "Duality". White w/blue int, EF1 460 eng, AC, stereo cass/radio, new spare, rear bumper, equipped w/trailer tow (heavy hitch and brake control), CB radio, 13,580 mi. Blue book hi \$19,540. Call for price. (510) 685-2763. #1870367

FOR SALE: 1987 24-ft Automate Travel Trailer. Awning, twin beds w/front kitch, lg rear bath and closet, forced air heat, AC, stereo, gas-elec refrig, lg 2-way roof vent fan, elec front jack, tank flush accessory, equalizer hitch, set of Tandem wheel locks, new spare. \$9,500 OBO. (510) 685-2763. #1870367

FOR SALE: Motorhome. 1987 Itasca, 27-ft Class A, 18K mi, dual air, Onan gen, micro/conv, awning, rear shower and separate toilet, rear dbl bed, more. Excel cond. Price includes 1986 Suzuki tow vehicle. \$28,000 OBO. Call for color brochure. (510) 828-5994. #1913417

FOR SALE: Two burial plots. Spaces 9 & 10, lot 79, Good Shepherd section, Green Lawn Memorial Park in Colma, CA. (415) 591-3716. #

FOR SALE: 1975 Tioga motorhome. 22-ft, new motor, new awning, new brakes, Radial tires, generator, all self-contained, roof air. \$5,400. (707) 459-4359. #2157916

FOR SALE: 1972 Santa Fe trailer. Self-contained, rear bath, new roof, AC, \$2,000. Also: Lincoln Welder SA 200, Continental engine, trailer mounted, 50' of leads, excel cond. \$2,000. (916) 673-3370. #1644316

FOR SALE: Tools. 30-piece 3/4 drive set w/tray; 1/2" deep socket set; impact sockets 3/8" to 1 1/2", 6 impact universals; torque wrench; assorted ratchets, extensions and sockets. Chain and cable come alongs. Boxes: (Craftsman) top 6 drawer, bottom 4 drawer,

Taps & pipe taps. Other misc tools. Reasonable prices. (415) 692-2615. #369744

FOR SALE: Home in Klamath, CA. 3-bd/2-ba, 24' x 24' garage, on two lg lots. Paved street, driveway, underground utilities, sat dish, all in as new cond. 1 1/2 mi to ocean, 150 yds to river, 100 yds to Hwy 101. \$88,500 OBO. Photo on request. (707) 482-0484 or write: J. Schmidt, P.O. Box 336, Klamath, CA 95548. #865545

FOR SALE: Starrett mikes. One 1" set, one 0 to 4", one set inside 0 to 10". Also miscellaneous tools; 1918 Hupmobile and spare parts. (510) 233-7338. #334660

FOR SALE: Mueller hot tap tool. With 2', 1 1/2", 1", 3/4" adaptors, w/whole saws and drill bits. \$1,000. Also: Rigid Pipe treading tool w/2", 1 1/2", 1 1/4", 1", 3/4", 1/2" die cutters (PVC and galv). \$400. Chuck (916) 673-5934. #1571634

FOR SALE: 1931 Model "A" Ford Roadster, six wheel deluxe. Disassembled, many extra parts, Body, fenders and frame all in excellent condition. Jack (510) 449-1075. #1659364

FOR SALE: 1986 GMC pickup. White S-15 extra cab. Tow pkg, AT, AC, AM/FM cass w/4 spkrs, utility box. \$4,200. Glenn (415) 333-2967. #0991282

FOR SALE: Gooseneck Backhoe Trailer. 3 axle, 8' x 20', ramps, lights, lic. \$3,000. (209) 847-6336. #1427996

FOR SALE: Ski boat. 18-ft, Celebrity Runabout 1991 Mercruiser 175hp, inboard/outdrive on tandem axle, trailer, bow rider, less than 100 hrs. (209) 832-8838. #814856

FOR SALE: Walker River Resort campership with coast to coast membership. Over 200 beautiful first class private campgrounds across US, Canada, Mex. \$1-\$4 per nite charges. Home park Walker River, NV. Fish, swim, clubhouse, bbq. \$2,000. (510) 223-4337. #598622

FOR SALE: Beer & wine tavern in Tehama Co., northern CA. On approx 3 acres under irrigation. Has 2 bedroom apt, 125-ft well. Real money-maker. All for \$82,500. For more info (916) 385-2466 or (916) 243-4302. #0865537

FOR SALE: 1980 Saab 99GLI. Four-cyl, manual trans, PB, PS, good cond. \$1,100 OBO. Must sell. (209) 531-2044. #1972252

FOR SALE: 1990 F350 7.3L Diesel Supercab Dually. Lariat 5-sp, w/hideaway gooseneck ball, frame welded. Hefty chrome crop bumper, AC, cruise, very clean. Fabric bench seat, sliding rear window. PDL, PW (tinted), outside visor, bug shield, wheel covers, new tires, shocks, brakes & cyl etc. \$14,500. (510) 582-4443. #0863943

FOR SALE: Home & business. Stonyford, CA. Double-wide mobile cabin, car port, lg oak shades, 3/4 acres. Mobilehome park-7 spaces, zoned for many more. Wash room, storage, shop bldgs on 2 1/4 acres. \$120,000 or trade for Oregon property, or carry paper. Call (916) 963-3261 or write: James H. Fryar, 5056 Lodoga Stonyford Rd, Stonyford, CA 95979. #888800

FOR SALE: 16-ft Miller disc. \$4,500 OBO. Also: 4KW 110 Onan generator. \$700; 16-ft 3 axle equipment trailer, elec brakes. \$2,200. (916) 877-5419. Reg 30745211

FOR SALE: Mechanic's tools/auto parts. Lg truck dual dolly (for brake repairs) \$50. Also misc wrenches, many wheel sockets, new 9PL 3/4 drive socket set w/bar, \$200. 351C-2V Ford, complete less manifolds \$250. Other tools for sale. Will consider trades for oxy-ace or AC/DC welder or metal cut off saw. (510) 837-7343. #2235749

FOR SALE: '94 Winnebago Brave. 23-ft Class A, 454 Chevy eng, like new, many extras. Must sell due to illness. 6,975 mi. Take over payments. (916) 656-1119. #1157852

FOR SALE: Golden West manufactured home at American Canyon, CA. Forced air heat/air, 2-bd/2-ba, 1,740 sq ft, corner lot, lg 2-car garage. (707) 643-3531. #0463892

FOR SALE: 1979 Sun Runner boat. 24-ft, 350 Chevy, OMC outdrive, galley, head, dual stations, depth finder, CB, AM/FM cass, port-a-potty. Road Runner tandem trailer. \$8,900. (209) 896-1998. #1375000

FOR SALE: Home resort in Cabo San Lucas, Mexico. PRICE REDUCED! In 5-star hotel, studio room sleeps up to 4. One floating week per year. 30-yr lease; 26 yrs left. Priced reduced to \$3,300 OBO. (510) 455-4840. Ref #2229930

FOR SALE: 1989 Southwind. 33-ft, basement type, inside jacks, all push button inside, tinted windows, back up Camery, 3 awnings, queen bed, 2 A/C's, 2 TVs, VCR, tub/shower, much more. 29K mi.

Very nice. (209) 222-4866. #0549445

FOR SALE: Four 20 acres. Gold mining claims. Illness forcing sale. 35 mi NE of Paradise, CA. Historical cabin, good roads, yr-round stream. Claims located on forest service land. \$6,500 or trade. (916) 532-1304. #0724810

FOR SALE: 1978 Ford 9000 Diesel. 3 axle dovetail ramp truck. 20K mi on new eng, new power steering, drive line. Excellent for transporting backhoe. \$9,000 OBO. (408) 353-2613 after 6pm & weekends. #129065

FOR SALE: Mobilehome. 14' x 60'. 2-bd/1 1/2-ba, 2 decks, 2 awnings, lg storage bldg, DW, garb disp, ceiling fan, washer/dryer very nice. Good location, close to shopping, bus, hospital. \$20,000. (916) 349-8641. #1030028

FOR SALE: 12-ft aluminum boat. 7 1/2 hp motor and accessories. (415) 322-2931. #452029

FOR SALE: 1983 GMC 3/4 ton turbo diesel. AT, AC. \$3,500. (916) 671-1724. #1855418

FOR SALE: 17-ft fishing or ski boat. Fantasy inboard/outboard, 1974; tri hull, open bow, good cond. 6-cyl Mercruiser w/under 700 hrs on meter. Call for reasonable price. (415) 692-2615. #369744

FOR SALE: 1989 Terry Deluxe. 29-ft, queen bed, stereo, micro, phone jack, A/C, TV ant, double awning, electric lift hitch, skid wheels, over-size tires. Excellent condition. \$10,500 firm. (209) 339-9402. #1351770

FOR SALE: 1986 Coachmen Coventry. 25-ft 5th wheel. Excel cond, used very little, garaged. 1984 Ford Supercab XL pickup. 460, 4-sp, hi miles, excel cond. \$11,000 for both; 5th wheel only: \$7,000. Possible delivery. (541) 759-4336. #1022304

FOR SALE: 1977 Kountry Air 5th Wheel. 32 foot. \$6,000. (916) 678-3700. #745041

FOR SALE: 1976 Mercedes Benz 450 SL Coupe. Immaculate, low miles. \$10,000. (408) 923-6822. #1519650

FOR SALE: Home in Mt. Shasta, CA. New 2-bd/2-ba, oak cabs, ceramic tile, bay window, Jenn Air appl, monitor heat, 2-car gar, 12' x 12' shed on 1 1/2 beautifully landscaped acres. Great view, sprinklers, well w/150+ GPM, full RV hookup, 1,500-gal septic. Great retirement or rec area. \$145,000. (916) 926-5520. #2110821

FOR SALE: or trade for beachfront property. 40 acres w/Dutch barn. 580 backhoe, D7 Cat, 20 acres gold claim on South Fork the American River-Placerville, CA. \$225,000. (916) 626-5595. #1461541

WANTED: FMC motorhome. 29-ft, give condition, floor plan and price. (707) 442-0993. #354313

WANTED: Office trailer. Used, in any condition. (707) 874-1839. #1312993

WANTED: Motorhome to rent. Just retired non-smoker wishes to rent 28' to 30' motorhome for 3 to 4 weeks. Will provide insurance and deposit. Sacramento or Placerville area. (916) 676-8656. #1510957

SwapShop ads are offered free of charge to members in good standing for the sale or trade of personal items and/or real estate, and are usually published for two months. Please notify the office immediately if your item has been sold. Business related offerings are not eligible for inclusion in SwapShop. Engineers News reserves the right to edit ads. **NO PHONE-IN ADS PLEASE.**

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Operating Engineers Local Union #3
1620 S. Loop Rd., Alameda, CA, 94502
ATTN: SwapShop*

OR FAX ADS TO: SwapShop (510) 748-7471

*All ads must include Member Registration Number or ad will not appear. Social Security Numbers are not accepted. All ads should be no longer than 50 words.

NOTE: DUE TO RECENT HIGH VOLUME, SOME ADS MAY RUN FOR ONE MONTH ONLY. PLEASE RESUBMIT YOUR AD IF IT HAS BEEN DELETED.

PERSONALNOTES



► From the **Santa Rosa District:** Congratulations to brother **Chris Toll** and his wife **Theresa**, on the birth of their son, **Ian McKay**. "L'I Ian" weighed 10 lbs. and was born on his mother's birthday - Happy Birthday Mom! We extend our sincere condolences to the families and friends of the following departed: brother **Paul Piper** (Jan. 29) and brother **Walter H. Walker** (Dec. 29).

► The **Redding District** office sends its condolences to Local 3 member **Joe Griffith**, whose wife **Jackie** passed away May 6.

► From the **Sacramento District:** Congratulations to **Matthew and Michelle Carstensen** on the birth of their son **Joseph Matthew** on Dec. 30, 1995, and **Jimmy and Korey Brookshire** on the birth of their son **Edward Lawrence** on April 23, 1996.

► The **Fairfield District** office wishes to express its deepest condolences on the recent loss of **Christopher Luke Plowman**, son of brother **Chris Plowman** and grandson of brother **Alfred Plowman**.

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Subtotal (\$12 ea.)			
Shipping/Handling		\$3.00	
Total Due		_____	

Make checks payable to: S.E.L.E.C.

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OPERATING ENGINEERS



**BUILDING
AMERICA'S
FUTURE**

LOCAL UNION NO. 3

1996 District Picnic Schedule



Oahu-Hawaii District

- Saturday, June 15
- Info: (808) 845-7871

Sacramento District

- Saturday, June 22
- 11 a.m. to 5 p.m.
- Folsom City Park
- Menu: tri-tip, hot dogs, salad, beans, drinks
- Live music, free parking
- \$7.50 per person, \$5.00 retiree, children under 15 free
- Raffle
- Info: (916) 565-6170

Redding District

- Saturday, June 29
- Anderson River Park, Anderson, CA
- Info: (916) 222-6093

Reno District

- Saturday, July 20
- Deer Park, Sparks, NV
- Retirees meet 11:00 a.m.
- Picnic starts at 1:00 p.m.
- Menu: steak, hot dogs, salad, beans, garlic bread, ice cream, beer, soft drinks
- Music, raffle
- \$7.50 each, \$15 per family, retirees free

S.F. District

- Saturday, Aug. 10
- Junipero Serra Park, San Bruno
- Menu: steak, chicken, hot dogs for kids
- Tickets avail. May 15
- Adults \$12.50
- Retirees \$10.00
- Under 12 free
- Info: (415) 468-6107

KAUAI PICNIC DATE CHANGE

Please note the date of the Kauai Picnic has been changed from July 7, 1996 to July 21, 1996. For more info call the district office (808) 845-6438

Utah District

- Saturday, Aug. 24
- Murray Park, Pavilion No. 5 495 E. 5300 South, Murray, UT
- Retirees served at 12 noon
- Meal for active members served at 1 p.m.
- \$6 per person, \$10 per family

Oakland District

- Monday, Sept. 2 (Labor Day)
- Alameda County Fairgrounds
- More details to follow